



REPORT TO THE HEARING EXAMINER

A. SUMMARY AND PURPOSE OF REQUEST

HEARING DATE: July 14, 2015

Project Name: Valley Vue Preliminary Plat

Owner/Applicant: Rory Dees, Rad Holdings, LLC, 1040 W. Lake Sammamish PKWY SE, Bellevue, WA 98008

Contact: Jon Nelson, Land Development Advisors, LLC, 12865 SE 47th PL, Bellevue, WA 98006

File Number: LUA14-001040, ECF, PP, MOD

Project Manager: Clark H. Close, Associate Planner

Project Summary: The applicant is requesting SEPA Environmental Review, Preliminary Plat approval, and Street Modification for a 9-lot subdivision. The 2.3-acre site is located within the Residential-8 dwelling units per net acre (du/ac) zoning classification. There are two single family residences (3106 and 3112 Talbot Road South) located on this parcel that gain access to the site from Talbot Road South. The single family house located at 3106 would remain and be incorporated into the subdivision as Lot 9, while the house located at 3112 is on a septic system and would be demolished. Together the nine (9) residential lots (8 new + the remaining single family house) would result in a density of 4.23 du/ac. Residential lot sizes range from 4,502 sf to 18,169 sf with an average lot size of 7,954 sf. In addition to the 9 residential lots, four (4) tracts are proposed for access roads, sensitive areas, and stormwater detention. The eight (8) new residential lots would be served from Winsper Division No. 1 Subdivision (Tract G and Tract H) via two dedicated ingress/egress easement areas of 24 feet in width through the development on S 32nd Place. There are 142 significant trees on the site and the applicant is proposing to retain 27 original trees. A detention vault in the westerly portion of the site is proposed within Tract D which would discharge into the existing conveyance system on the east side of Talbot Road. No impacts to critical areas onsite are proposed.

Project Location: 3106 and 3112 Talbot Road S, Renton, WA 98055 (APN 302305-9028)

Site Area: 99,994 SF (2.3 acres)



Project Location Map

B. EXHIBITS:

- Exhibit 26: Report to the Hearing Examiner
- Exhibit 27: Notice of Complete Application
- Exhibit 28: Renton School District's Capacity Response Letter
- Exhibit 29: Environmental Review Committee (ERC) Staff Report (dated June 18, 2015)
- Exhibit 30: Environmental "SEPA" Determination, ERC Mitigation Measures and Advisory Notes
- Exhibit 31: "On Hold" Notice Letter (dated October 1, 2014)
- Exhibit 32: Applicant's Letter for a Request for Continuation (dated April 15, 2015)
- Exhibit 33: "Off Hold" Notice Letter (dated April 27, 2015)
- Exhibit 34: Street Modification Request
- Exhibit 35: Street Modification Request Response
- Exhibit 36: Public Comment Letter from Winsper Community HOA (20 signatures)
- Exhibit 37: Staff Response to Winsper Community HOA
- Exhibit 38: Public Comment Letters: Klaas Schultz
- Exhibit 39: Staff Response to Public Comment Letters: Klaas Schultz
- Exhibit 40: Public Comment Letter: Gangwish
- Exhibit 41: Staff Response to Public Comment Letter: Gangwish
- Exhibit 42: Public Comment Letter: Klaas
- Exhibit 43: Staff Response to Public Comment Letter: Klaas

C. GENERAL INFORMATION:

- 1. **Owner(s) of Record:** Rory Dees, Rad Holdings, LLC, 1040 W. Lake Sammamish PKWY SE, Bellevue, WA 98008
- 2. **Zoning Designation:** Residential – 8 du/ac (R-8)
- 3. **Comprehensive Plan Land Use Designation:** Residential Single Family (RS)
- 4. **Existing Site Use:** Two single family residences and a detached garage
- 5. **Neighborhood Characteristics:**
 - a. **North:** R-8 – Residential-8 Dwelling Units Per Net Acre
 - b. **East:** R-8 – Residential-8 Dwelling Units Per Net Acre
 - c. **South:** R-8 – Residential-8 Dwelling Units Per Net Acre
 - d. **West:** R-8 – Residential-8 Dwelling Units Per Net Acre
- 6. **Access:** Access to the site is currently gained from Talbot Road South. Access to the eight (8) new residential lots would be served from Winsper Division No. 1 Subdivision (Tract G and Tract H) via two dedicated ingress/egress easement areas of 24 feet in width through the development on S 32nd Place (*Exhibits 3 - 5*).
- 7. **Site Area:** 99,994 SF (2.3 acres)

D. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Approved Date</u>
Comprehensive Plan	N/A	5228	11/27/2006
Zoning	N/A	5100	11/01/2004
Winsper Annexation	A-93-002	4476	10/26/1994

E. PUBLIC SERVICES:

1. Utilities

- Water: The site is located in the Talbot Hill 350 hydraulic water pressure zone. There is an existing 8 inch water main in S 32nd PI and there are 2 existing ¾ inch domestic water meters serving the existing homes.
- Sewer: There is an 8 inch sewer main in S 32nd PI (Winsper) and an 8 inch sewer main located near the northwest of the site.
- Surface/Storm Water: There are drainage improvements in S 32nd Place.

2. Streets: Talbot Road South is a Collector Arterial; S 32nd PI is a residential access street.

3. Fire Protection: City of Renton Fire Department.

F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE (RMC), VESTED UP TO ORD. 5719:

1. Chapter 2 Zoning Districts – Land Use Districts

- Section 4-2-020: Purpose and Intent of Zoning Districts
- Section 4-2-060: Zoning Use Table – Uses Allowed in Zoning Designations
- Section 4-2-110: Residential Development Standards
- Section 4-2-115: Residential Design and Open Space Standards

2. Chapter 4 City-Wide Property Development Standards

- Section 4-4-030: Development Guidelines and Regulations – General
- Section 4-4-130: Tree Cutting and Land Clearing Regulations

3. Chapter 6 Street and Utility Standards

- Section 4-6-060: Street Standards

4. Chapter 7 Subdivision Regulations

- Section 4-7-080: Detailed Procedures for Subdivisions
- Section 4-7-120: Compatibility with Existing Land Use and Plan – General Requirements and Minimum Standards
- Section 4-7-150: Streets – General Requirements and Minimum Standards
- Section 4-7-160: Residential Blocks – General Requirements and Minimum Standards
- Section 4-7-170: Residential Lots – General Requirements and Minimum Standards

5. Chapter 9 Permits – Specific

6. Chapter 11 Definitions

G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:

1. Land Use Element
2. Community Design Element

H. FINDINGS OF FACT (FOF):

1. The applicant requested SEPA Environmental Review and Preliminary Plat approval for a 9-lot subdivision. Preliminary Plat approval is being requested in order to subdivide a 2.3-acre site into 9 single family lots (8 new + the remaining single family house) and four (4) tracts for access roads, sensitive areas, and stormwater detention. The lots range in size from 4,502 square feet to 18,169 square feet with an average lot size of 7,954 square feet. The proposal results in a net density of 4.23 dwelling units per acre.
2. The Planning Division of the City of Renton accepted the SEPA Environmental Review and Preliminary Plat application for review on August 1, 2014 and determined it complete on August 25, 2014 (*Exhibit 27*). The project complied with the 120-day review period. The project was placed on "hold" on October 1, 2014, due to request for a modification from the private street standard width requirements (*Exhibit 31*). The hold was removed (*Exhibit 33*), upon the applicant's letter for a request for continuation (dated April 15, 2015; *Exhibit 32*).
3. The City ordinances governing the development of land up to and including adopted Ordinance No. 5719.
4. The proposed plat would be located at the SE ¼, Section 30, Township 23 North, Range 5 East, W.M., east of Talbot Road South and north of S 32nd Pl (*Exhibit 2*).
5. The property is in the Residential Single Family (RS) Comprehensive Plan land use designation and the Residential 8 (R-8) zoning classification.
6. The site currently contains two single family residences (3106 and 3112 Talbot Rd S) and a detached garage. Only the one single family residence (3112 Talbot Rd S) will be demolished as part of the platting process.
7. The project site is comprised of one (1) parcel: Parcel No. 302305-9028 (*Exhibit 2*).
8. The following table includes proposed approximate dimensions for Lots 1-9 and Tracts A-D (*Exhibit 4*):

<u>As Proposed</u>	<u>Lot Size</u>	<u>Width</u>	<u>Depth</u>
<i>Lot 1</i>	<i>7,356 SF</i>	<i>50 FEET</i>	<i>147 FEET</i>
<i>Lot 2</i>	<i>7,654 SF</i>	<i>50 FEET</i>	<i>159 FEET</i>
<i>Lot 3</i>	<i>7,422 SF</i>	<i>50 FEET</i>	<i>155 FEET</i>
<i>Lot 4</i>	<i>7,127 SF</i>	<i>50 FEET</i>	<i>143 FEET</i>
<i>Lot 5</i>	<i>7,133 SF</i>	<i>50 FEET</i>	<i>143 FEET</i>
<i>Lot 6</i>	<i>7,430 SF</i>	<i>50 FEET</i>	<i>155 FEET</i>
<i>Lot 7</i>	<i>4,796 SF</i>	<i>50 FEET</i>	<i>102 FEET</i>
<i>Lot 8</i>	<i>4,502 SF</i>	<i>50 FEET</i>	<i>90 FEET</i>
<i>Lot 9</i>	<i>18,169 SF</i>	<i>100 FEET</i>	<i>180 FEET</i>
<i>All Lots</i>	<i>Avg: 7,954.3 SF</i>	<i>Avg: 55.6 FEET</i>	<i>Avg: 141.6 FEET</i>
<i>Tract A</i>	<i>12,818 SF</i>	<i>100 FEET</i>	<i>128 FEET</i>
<i>Tract B</i>	<i>1,809 SF</i>	<i>24 FEET</i>	<i>76 FEET</i>
<i>Tract C</i>	<i>1,808 SF</i>	<i>24 FEET</i>	<i>76 FEET</i>
<i>Storm Drainage - Tract D</i>	<i>11,965 SF</i>	<i>100 FEET</i>	<i>121 FEET</i>

9. Access to the existing single family residence located at 3106 Talbot Road South (Lot 9) and the proposed stormwater detention tract (Tract D) would remain or come from Talbot Road South. The proposed access road terminates in a hammerhead turnaround above the concrete vault.
10. Access to the eight (8) new residential lots would be served from Winsper Division No. 1 Subdivision (Tract G and Tract H) via two existing 24-foot-wide dedicated ingress/egress easement tracts through the development on S 32nd Pl, followed by two (2) additional 24-foot by 76-foot wide tracts (Tract B and Tract C) onsite. The proposed 20-foot-wide paved access roads terminate roughly 176 feet north of S 32nd Pl. No turnarounds have been proposed at the end of the road.
11. Topographically, the overall site generally slopes from east to west with elevation change from 208 feet to 130 feet across the entire project site (*Exhibit 6*). The west portion of the site, west of the existing daylight basement at 3106 Talbot Rd S maintains the steepest slopes. The portion of the site identified to have the greatest slopes would not be impacted by development, with the exception of road improvements to the existing gravel driveway and proposed stormwater conveyance system out to Talbot Road S. A Geotechnical Engineering Study was prepared by Geotech Consultants, Inc. (*dated May 27, 2014; Exhibit 11*); the report states that the proposed development activity or structures can be supported on conventional continuous and spread footings bearing on undisturbed, medium-dense, native soil, or on structural fill placed above this competent native soil. The onsite and groundwater conditions are not suitable for infiltration of runoff from impervious surfaces.
12. There are approximately 142 significant trees on the site and the applicant is proposing to retain 27 original trees (*Exhibits 9 & 10*).
13. The applicant submitted a conceptual landscape plan which includes the installation of a variety of trees throughout the site, including the following: 2-Renaissance reflection birch (6"), 15-Shore pine (30"), 28-Douglas fir (84"), and 13-Excelsa western red cedar (13") (*Exhibit 10*).
14. The applicant submitted a Critical Areas Study prepared by Acre Environmental Consulting, LLC (*dated September 4, 2013; Exhibit 13*). According to the report, there is one wetland located in the eastern portion of the subject site and extends off-site to the east and south. This wetland exhibits a minimum of human related physical alteration, and therefore, meets the criteria for a Category 2 wetland. A Category 2 wetland receives a 50-foot standard buffer from their delineated edge (RMC 4-3-050M.6.c).
15. The applicant submitted a Preliminary Technical Information Report ("TIR") prepared by Land Development Advisors, LLC (*dated December, 2013; Exhibit 12*). According to the TIR, a stormwater detention vault would be located in the westerly portion of the site and would discharge to the existing conveyance system on the east side of Talbot Road S. Basic water quality treatment would be provided by "dead" storage within the vault.
16. On May 18, 2015, the Environmental Review Committee, pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), issued a Determination of Non-Significance - Mitigated (DNS-M) for Valley Vue Preliminary Plat (*Exhibit 30*). The DNS-M included four (4) mitigation measures. A 14-day appeal period commenced on May 22, 2015 and ended on June 5, 2015. No appeals of the threshold determination have been filed.
17. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measure with the Determination of Non-Significance – Mitigated:
 1. Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Geotech Consultants, Inc. dated May 27, 2014 or an updated report submitted at a later date.

2. The applicant shall plant all trees that are within the 50-foot standard wetland buffer by hand and without heavy machinery. To the greatest extent feasible, these trees should be planted in areas where invasive species are present. A tree planting plan shall be provided to the Current Planning Project Manager for review and approval prior to construction permit issuance.
 3. The applicant shall provide a minimum 12 to 15-foot wide utility access easement to the stormwater tract (Tract D) for maintenance and operation of the utility. The easement shall be recorded and documentation provided to the City prior to approval the issuance of the construction permit application.
 4. The applicant shall provide a shared driveway through the existing Winsper Division No. 1 Subdivision tracts (Tracts G and H) that are consistent with the shared private driveway stand of the Renton Municipal Code (RMC 4-6-060K). The private access roads shall meet the minimum necessary to provide for safe and effective access for the existing residents, proposed residents, and fire and emergency vehicles.
18. Staff received a host of public comments with concerns about zoning codes, density, development standards, street access, pedestrian access, public safety, noise, topographical issues, mining hazards, drainage, recreational opportunities, tree retention, protection of environment, construction impacts, property values of affected home owners, and adherence to City ordinances and state laws. On September 2, 2014 staff began responding to the comments (*Exhibit 19*). No Agency comments were received.
19. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development (*Exhibit 25*). These comments are contained in the official file, and the essence of the comments have been incorporated into the appropriate sections of this report.
20. Whenever there are practical difficulties involved in carrying out the provisions of this Title IV, the applicant may request a modification of the standards provided the Criteria for modification identified in RMC 4-9-250D.2 is satisfied.
21. The proposal requires Preliminary Plat Review. The following table (*Section H. FOF, Preliminary Plat Review Criteria*) contains project elements intended to comply with Subdivision Regulations, as outlined in Chapter 4-7 RMC.

PRELIMINARY PLAT REVIEW CRITERIA:	
1. CONFORMANCE WITH THE COMPREHENSIVE PLAN:	
The site is designated Residential Single Family (RSF) on the Comprehensive Plan Land Use Map. The proposal is consistent (or not consistent) with the following Comprehensive Plan Land Use and Community Design Element policies:	
✓	Policy LU-158. <i>Net development densities should fall within a range of 4.0 to 8.0 dwelling units per net acre in Residential Single Family neighborhoods.</i>
✓	Policy EN-6. <i>When development may impact wetlands, the following hierarchy should be followed in deciding the appropriate course of action:</i> <ol style="list-style-type: none"> a. <i>avoid impacts to the wetland,</i> b. <i>minimize impacts to the wetland,</i> c. <i>restore the wetland when impacted,</i> d. <i>recreate the wetland at a ratio which will provide for its assured viability & success,</i> e. <i>enhance the functional values of an existing degraded wetland.</i>
✓	Policy EN-7. <i>Protect buffers along wetlands to facilitate infiltration and maintain stable water temperatures, provide for biological diversity, reduce amount and velocity of run-off, and provide for wildlife habitat.</i>

✓	Objective CD-A. <i>The City's unique natural features, including land form, vegetation, lakeshore, river, creeks and streams, and wetlands should be protected and enhanced as opportunities arise.</i>
✓	Objective CD-C. <i>Promote reinvestment in and upgrade of existing residential neighborhoods through redevelopment of small, underutilized parcels with infill development, modification and alteration of older housing stock, and improvements to streets and sidewalks to increase property values.</i>
✓	Policy CD-15. <i>Infill development should be reflective of the existing character of established neighborhoods even when designed using different architectural styles, and /or responding to more urban setbacks, height or lot requirements. Infill development should draw on elements of existing development such as placement of structures, vegetation, and location of entries and walkways, to reflect the site planning and scale of existing areas.</i>
Not Met as Proposed	Policy CD-16. <i>Project design, including location of access and dimensions of yards and setbacks, should address privacy and quality of life on existing improved portions of sites. Rear and side yard setbacks should be maintained and not reduced to facilitate increased density.</i>
Not Met as Proposed	Policy CD-17. <i>Setbacks and other development standards should not be reduced on newly platted lots through modification or variance to facilitate increased density.</i>
Not Met as Proposed	Policy CD-45. <i>Interpret development standards to support new plats and infill project designs that address privacy and quality of life for existing residents.</i>
2. COMPLIANCE WITH THE UNDERLYING ZONING DESIGNATION:	
The site is classified Residential-8 (R-8) on the City of Renton Zoning Map. RMC 4-2-110A provides development standards for development within the R-8 zoning classification. The proposal is consistent with the following development standards if all conditions of approval are complied with:	
✓	Density: The allowed density range in the R-8 zone is a maximum of 8.0 dwelling units per net acre. There is also a minimum density of 4 dwelling units per net acre. <u>Staff Comment:</u> After factoring in all density deductions (public streets, private access easements and critical areas) the site has a <u>net</u> square footage of 92,699 square feet or 1.99 net acres. Specifically, the applicant is proposing 0 square feet of road for public right-of-way dedications and 690 square feet for private access easements, and 6,605 square feet for critical areas, totaling 7,295 square feet (99,994 sf – 7,295 sf = 92,699 sf). The 9 lot proposal would arrive at a net density of 4.52 dwelling units per acre (9 lots / 1.99 acres = 4.52 du/ac), which falls within the permitted density range for the R-8 zone.
✓	Lot Dimensions: The minimum lot size permitted in the R-8 zoning designation is 4,500 square feet. A minimum lot width of 50 feet is required for interior lots and 60 feet for corner lots. Lot depth is required to be a minimum of 65 feet. In order to meet the variation requirements of RMC 4-2-115, lot dimensions and setbacks are allowed to be decreased and/or increased, provided that, when averaged, the applicable lot standards of the zone are met per RMC 4-2-110D(31). <u>Staff Comment:</u> As demonstrated in the table above under finding of fact 7, all lots meet the requirements for minimum lot size, width and depth.
✓	Setbacks: The required setbacks in the R-8 zone are as follows: front yard is 15 feet for the primary structure and 20 feet for garages; interior side yard is 5 feet; side yard along a street is 15 feet for the primary structure; and the rear yard is 20 feet. Detached accessory buildings in the R-8 zone are as follows: 3 feet for rear and side yards, unless located between the rear of the house and the rear property line, then 0 feet rear

	<p>and side yard is allowed.</p> <p><i>Staff Comment: The setback requirements for the proposed lots would be verified at the time of building permit review. The proposed lots appear to contain adequate area to provide all the required setback areas. Staff recommends, as a condition of approval, that a demolition permit be obtained and all required inspections be completed for the removal of the existing single family residence at 3112 Talbot Rd S prior to Final Plat recording, as this structure would not comply with setbacks if permitted to remain on the site.</i></p> <p><i>The existing structures on Lot 9 would remain. The primary single family would have the following setbacks: front yard – 100 feet; side yards – 22 feet and 35.5 feet; and rear yard 42 feet. The detached accessory building would remain between the rear of house and rear property line and have a side yard setback of 0 feet and a rear yard setback of 10 feet. These remaining structures would comply with the setbacks of the zone.</i></p>
✓	<p>Building Standards: Building height is restricted to 30 feet. Detached accessory structures must remain below a height of 15 feet and one-story. The allowed building lot coverage for lots over 5,000 SF in size in the R-8 zone is 35 percent (35%) or 2,500 SF, whichever is greater. The allowed impervious surface coverage is 75 percent (75%).</p> <p><i>Staff Comment: The existing single family home built in 1963 is a one story home with a daylight basement. The first floor area is 1,520 square feet. The 220 square foot detached garage is a one-story structure that was built in 1940. The two structures are proposed to be retained on Lot 9 and comply with the building standards of the R-8 zone. The building standards for the proposed lots (1-8) would be verified at the time of building permit review.</i></p>
Compliant if Conditions of Approval Met	<p>Landscaping: Ten (10) feet of onsite landscaping is required along all public street frontages, with the exception of areas for required walkways and driveways per RMC 4-4-070. Such landscaping shall include a mixture of trees, shrubs, and groundcover as approved by the Department of Community and Economic Development.</p> <p>Minimum planting strip widths between the curb and sidewalk are established according to the street development standards of RMC 4-6-060. Street trees and, at a minimum, groundcover are to be located in this area when present.</p> <p>Where there is insufficient right-of-way space or no public frontage, street trees are required in the front yard. A minimum of two (2) trees are to be located in the front yard prior to final inspection.</p> <p><i>Staff Comment: The applicant has submitted a preliminary landscape plan (Exhibit 10). The proposed landscape plan includes a tree planting schedule for the entire site. The project does not front a public street. Where there is no public frontage, a minimum of two (2) trees are required to be located in the front yard of each new lot.</i></p> <p><i>The tree retention plan proposes to retain nine (9) significant trees within Lot 9 (Exhibits 9 & 10). The landscaping plan proposes 133 replacement caliper inches, including the following: 2-Renaissance reflection birch (6”), 15-Shore pine (30”), 28-Douglas fir (84”), and 13-Excelsa western red cedar (13”) (Exhibit 10). In fact, twelve of the thirteen red cedars are proposed to be planted within the wetland buffer. No shrubs or ground cover is proposed within the residential lots. Other than the identified front yard trees within lots 2, 3 & 7 no other front yard trees are proposed as part of the required onsite landscaping. In order to account for these 14 to 15 required trees within the 10-foot onsite landscaping strip, staff is recommending that the applicant provide a minimum of 16 trees within the front yards of Lots 1-9. A final detailed landscape plan shall be submitted to and approved by the Current Planning Project Manager prior to construction permit issuance.</i></p>
✓	<p>Parking: Pursuant to RMC 4-4-080 each unit is required to accommodate off-street parking</p>

	<p>for a minimum of two vehicles.</p> <p><i>Staff Comment:</i> Sufficient area exist on each lot, to accommodate off-street parking for a minimum of two (2) vehicles. Compliance with individual driveway requirements would be reviewed at the time of building permit review.</p>
3. CRITICAL AREAS: The proposal is consistent with critical area regulations as stated in RMC 4-3-050.	
<p>Compliant if Conditions of SEPA Approval are Met</p>	<p>Critical Areas: Manage development activities to protect wetlands, aquifer protection areas, fish and wildlife habitat, frequently flooded and geologically hazardous areas as defined by the Growth Management Act and RMC 4-3-050, Critical Area Regulations.</p> <p><i>Staff Comment:</i> The applicant submitted a Critical Areas Study prepared by Acre Environmental Consulting, LLC (dated September 4, 2013; Exhibit 13). According to the report, there is one wetland located in the eastern portion of the subject site and extends off-site to the east and south. This wetland exhibits a minimum of human related physical alteration, and therefore, meets the criteria for a Category 2 wetland. A Category 2 wetland receives a 50-foot standard buffer from their delineated edge (RMC 4-3-050M.6.c).</p> <p>Due to its vegetative structure, the subject wetland provides habitat for use by terrestrial wildlife species including birds and mammals. Animals identified or observed included an American Crow, a song sparrow, a black-capped chickadee, squirrels, and evidence of a common raccoon.</p> <p>The established vegetation within the wetland and associated buffer on this site serves to intercept rain fall before it strikes the soil, thereby reducing erosion and improving water quality. The dense vegetation serves to trap sediment and pollutants and provide increased water quality functions that aid in a reduction of sediment which results in cleaner water leaving the site.</p> <p>The applicant is proposing to establish a Native Growth Protection Easement for the Category 2 wetland and its associated 50-foot buffer area within Tract A. The applicant is also proposing to increase the disturbance limit at least another 17 feet beyond the 50-foot wetland buffer. However, fencing and signage along the outer buffer edge are requirements of Renton Municipal Code. Staff is recommending as a condition of approval the installation of a wood, split-rail fence with wetland signage along the west boundary of Category 2 wetland buffer. Such a fence (with signage) shall be constructed prior to recording of the final plat. Staff recommends, as a condition of approval, requiring the Homeowners' Association to ensure maintenance of the split-rail fence.</p> <p>As part of the proposed tree replacement or replanting plan, the applicant is proposing to plant 12 red cedar trees within the Category 2 wetland buffer. Staff recommended as a SEPA mitigation measure, that all trees planted within the 50-foot standard wetland buffer be planted by hand and without heavy machinery. To the greatest extent feasible, these 12 trees should be planted in areas where invasive species are present.</p>
4. COMMUNITY ASSETS: The proposal is consistent with the following community asset requirements.	
<p>✓</p>	<p>Tree Retention: RMC 4-4-130 states thirty percent (30%) of the trees shall be retained in a residential development.</p> <p><i>Staff Comment:</i> Vegetation in the western portion of the property is comprised of maintained lawn represented by tall fescue, blue wildrye, hairy Cat's-ear, velvetgrass, colonial bentgrass, creeping buttercup, and white clover. The lawn is interspersed with patches of Himalayan blackberry and scattered trees, including big leaf maple and Oregon ash. Vegetation in the eastern part of the site is forested, represented by a canopy of big leaf maple, Oregon ash, and western red cedar, with snowberry, osoberry, Himalayan blackberry, hazelnut, Oceanspray, thimbleberry, dewberry, and sword fern, in the understory. There are</p>

	<p>142 trees over 6 inches in diameter throughout the project site. After certain trees are excluded from the retention calculations (trees that are dead, diseased or dangerous, public streets, private access easements, critical area deductions), 126 become subject to the minimum requirement to retain thirty percent (30%) of the significant trees. The applicant is proposing to retain 27 of the required 38 trees, several of which are located along the north property boundary. Therefore, 11 trees would need to be replaced onsite. The required replacement is equivalent to 132 caliper inches (11 trees x 12 inches = 132 caliper inches). The tree plant schedule includes 133 replacement inches, including the following: 2-Renaissance reflection birch (6"), 15-Shore pine (30"), 28-Douglas fir (84"), and 13-Excelsa western red cedar (13") (Exhibit 10). In fact, twelve of the thirteen red cedars are proposed to be planted within the wetland buffer. Therefore, the proposed replacement trees exceed the minimum required replacement inches of 12" for every tree that was unable to be retained. All trees that are proposed to be retained, including nine (9) in the critical areas and buffers, would be fenced and signed during the construction process for preservation (Exhibits 9 & 10). A final detailed landscape plan must be submitted and approved prior to construction permit approval.</p>
<p>5. COMPLIANCE WITH SUBDIVISION REGULATIONS: RMC 4-7 Provides review criteria for the subdivisions. The proposal is consistent with the following subdivision regulations if all conditions of approval are complied with:</p>	
<p>Compliant if Conditions of SEPA Approval are Met or a Street Modification is granted</p>	<p>Access: Each lot must have access to a public street or road. Access may be by private access easement street per the requirements of the street standards. The maximum width of single loaded garage driveways shall not exceed nine feet (9') and double loaded garage driveways shall not exceed sixteen feet (16').</p> <p><u>Staff Comment:</u> Access to the eight (8) new residential lots is proposed to be served from Winsper Division No. 1 Subdivision (Tract G and Tract H) via two existing 24-foot wide dedicated ingress/egress easement areas through the development on S 32nd Place. The proposed 20-foot-wide paved access roads terminate roughly 176 feet north of S 32nd Pl. No turnarounds have been proposed at the end of the Tract B and C.</p> <p>The applicant is proposing to retain the existing single family home at 3106 and improve the existing access easement by completing a 20-foot wide access road to the hammerhead turnaround, at the site of the future stormwater tract (Tract D), located roughly 400 feet from Talbot Rd S. The two access roads proposed through Tract G and H are designed to include 0.6" curbs, a 20-foot travel lane, retaining walls (Concrete and/or Keystone), and a 6-foot fence on top of the retaining wall (east access only) (Exhibit 7). The overall lengths of the access road sections are roughly 176 feet long from S 32nd Pl to the termination point onsite.</p> <p>The applicant has submitted a request to modify street width requirements in order to access 8 new lots via the 24-foot wide access easements (Tract G and H) to serve four (4) residential lots from Tract G and another four (4) lots from Tract H. This would be a reduction of two feet (2') from the private street width standard specified in Renton Municipal Code (RMC 4-6-060J.2). Private streets are allowed for access to six (6) or fewer lots, provided at least two (2) of the six (6) lots abut a public right-of-way. Private streets are only permitted if a public street is not anticipated to be necessary for existing or future traffic and/or pedestrian circulation through the subdivision or to serve adjacent property. No sidewalks are required for private streets; however drainage improvements are required, as well as an approved pavement thickness (minimum of four inches (4") asphalt over six inches (6") crushed rock). The maximum grade for the private street shall not exceed fifteen percent (15%) at maximum grade, and angles of approach and departure shall meet fire department</p>

	<p>requirements.</p> <p>The proposed hauling and transportation routes would be on the west end of the property (Talbot Rd S to Benson Dr S) when accessible. Otherwise, out the access tracts located along S 32nd Pl to Smithers Ave S to S 32nd St to Talbot Rd S to Benson Dr S (Exhibit 14). It is anticipated that large trucks would pass within a few feet of the existing homes on either side of the access tracts. It is unclear how the applicant would provide for sufficient safety for the existing residents on either side of the 24-foot wide access tracts (Tracts G & H).</p> <p>The submitted preliminary plat provides no alternatives to meeting the street standards of the Renton Municipal Code if the request to modify street width requirements were to be denied. With no alternative proposal, staff finds that there are no appropriate provisions made for public health and safety and sufficient access (WAC 58-17-110). Based on this finding the Environmental Review Committee issues a SEPA mitigation measure that required the applicant to provide a shared driveway through the existing Winsper Division No. 1 Subdivision tracts (Tracts G and H) that are consistent with the shared private driveway stand of the Renton Municipal Code (RMC 4-6-060K). The private access road shall meet the minimum necessary to provide for safe and effective access for the existing residents, proposed residents, and fire and emergency vehicles as required by RCW 58-17-110.</p>
N/A	<p>Blocks: Blocks shall be deep enough to allow two tiers of lots.</p>
N/A	<p>Lots: Width between side lot lines at their foremost points (i.e., the points where the side lot lines intersect with the street right-of-way line) shall not be less than eighty percent (80%) of the required lot width except in the cases of lots on a street curve or the turning circle of cul-de-sac (radial lots), which shall be a minimum of thirty five feet (35').</p>
Not Met as Proposed	<p>Streets: The proposed street system shall extend and create connections between existing streets per the Street Standards outlined in RMC 4-6-060 <i>Street Standards</i>.</p> <p><u>Staff Comment:</u> Talbot Road South is a Collector Arterial and S 32nd Pl is a residential access street. The existing right-of-way width is approximately 60 feet for Talbot Rd S and approximately 44 feet on S 32nd Place. Per RMC 4-6-060J Shared Driveways – When Permitted, a shared private driveway may be permitted for access up to a maximum of four (4) lots. At least one of the four lots must have physical frontage along a street for primary and emergency access and shall be only be allowed vehicular access from the shared private driveway. The private access easement must be a minimum of sixteen feet (16') in width, with a maximum of twelve feet (12') paved driveway. The proposed development does not meet all of the code requirements for a shared driveway type of access.</p> <p>Primary access to the landlocked parcel and two existing residences is from either Talbot Rd S or through the existing two (2) access tracts located within the Winsper Division No. 1 Subdivision (Tract G and Tract H). These 2 existing tracts from Winsper Div. 1 connect S 32nd Pl to the subject parcel. These tracts were intended to serve as future ingress, egress, and utilities tracts to serve Tax Lot 28 (project site), and are currently owned and maintained by Winsper Community Organization until deeded to Tax Lot No. 28 at no cost when development approvals are granted by the authorized jurisdiction.</p> <p>The existing driveway out to Talbot Rd S slopes steeply from east to west, and could not be used for fire emergency access under its current constructed status, in order to access the number of lots proposed (Exhibit 15). Prior to the Mutual Releases of Easement, under Recording Nos. 20140627001668, 20140627001669, and 20140627001670 (Exhibit 17), access to the site was granted via an access easement recorded in 1964 (Recording No. 5705702; Exhibit 16).</p> <p>As part of the street improvements, the applicant is seeking a modification from City of</p>

Renton street standards in order to utilize Tract G and Tract H for access to the proposed subdivision. The decision criteria for a modification of standards are identified in RMC 4-9-250D. The request for modification seeks to continue the existing 24-foot wide platted tracts, onto the site (roughly an additional 76 feet) as established as part of King County's 1989 Winsper Div. No. 1, a 54-lot Plat, in order to serve eight (8) new lots under the private street road standard.

The road improvements identified within the preliminary plat plan sheets show two (2) 10-foot wide paved lanes with vertical curb and gutter through each tract. City of Renton has concern regarding the constructability of these accesses due to the slope of the site. Both accesses would be required to construct retaining walls along the eastern sides of both access roads. The eastern most access has a slope in excess of 15% and requires a minimum of 1.5 feet of clear zone between the back of the curb and the face of the retaining wall. The construction of the retaining walls proposed for both accesses would require temporary construction easements to be obtained from the adjoining property owners. Nevertheless, the temporary construction easements may not be feasible due to the close proximity of other private existing structures located in the area where the retaining walls would need to be constructed.

Due to the lack of sufficient width within the existing tracts and the proximity of the existing homes to the proposed new roadway a safety hazard would be created as a result of the construction of a substandard private street, as the access roads would have virtually no shoulder (Exhibits 18-23). Due to the proposed future cross section, any vehicular incident along these narrow access tracts could result in injury and/or property damage to the adjacent home owners or the driver of the vehicle. Specifically, this is due to the lack of space to "correct" and/or adjust a vehicular movement and at the same time avoiding the existing residences. There is a direct correlation between the number of homes and the number of trips anticipated to utilize the proposed access easement. Staff feels that the construction of a private street through a substandard access easement would result in a detriment to public safety and general welfare as it pertains to the existing constructed homes at 618, 624, 652, and 700 S 32nd Pl and any future vehicles that may utilize the proposed private street.

As per RMC 4-6-060, the minimum right-of-way required on a residential street is 53 feet, with a minimum paved width of 26 feet, a 0.5-foot wide curb, an 8-foot wide landscaped planter, a 5-foot wide sidewalk, and street lighting. The right-of-way for the half street improvement must be a minimum of thirty five feet (35') with twenty feet (20') paved (RMC 4-6-060Q). A curb, planting strip area, and sidewalk would be installed on the development side of the street, according to the minimum design standards for public streets. If the street was permitted from Talbot Rd S, a cul-de-sac turnaround would be required. In order to meet the minimum right-of-way dedication requirements, additional right-of-way access from Talbot Rd S would need to be acquired from the three (3) parcels that front Talbot Rd S (Exhibit 15). The absolute minimum right-of-way width that would be required for a public road is 45 feet and the minimum pavement within the right-of-way, for two-way travel, is 20 feet. A modification request would need to be granted for any deviations from the street code requirements.

Paving and trench restoration must comply with the City's Trench Restoration and Overlay Requirements. Additionally, the current layout does not include access to the storm water facilities. Access to the storm water tract is necessary in order to maintain the vault.

The City's trip threshold is 20 peak hour trips; therefore, no traffic impact analysis was required as part of the nine (9) lot preliminary plat. It is anticipated that the proposed project

	<p>would result in impacts to the City's street system. In order to mitigate transportation impacts, the applicant would be required to meet code-required frontage improvements, City of Renton's transportation concurrency requirements based upon a test of the citywide Transportation Plan and pay appropriate Transportation Impact Fees. Currently, this fee is assessed at \$2,214.44 per <u>new</u> single family home (7 x \$2,214.44 = \$15,501.08). This fee is payable to the City at the time of building permit issuance. Credit will be given to the existing home to be demolished.</p> <p>LED street lighting meeting City of Renton Standards is required. A lighting plan shall be submitted to, and approved by, the Current Planning Project Manager and the Plan Reviewer prior to construction permit approval.</p>
✓	<p>Relationship to Existing Uses: The proposed project is compatible with existing surrounding uses.</p> <p><u>Staff Comment:</u> The subject site is landlocked and is bordered on all four sides by existing single-family residential homes; Winsper Division No. 1 to the east and south; Victoria Park #4 to the north; and a single family home immediately to the west. The properties surrounding the subject site have a similar land use of residential single family and zoning of R-8 under on the City's zoning and land use maps. The proposal is similar to existing development patterns in the area and is generally consistent with the Comprehensive Plan and Zoning Code, which encourage residential infill development.</p>
6. AVAILABILITY AND IMPACT ON PUBLIC SERVICES:	
✓	<p>Police and Fire: Police and Fire Prevention staff indicates that sufficient resources exist to furnish services to the proposed development, subject to the condition that the applicant provides Code required improvements and fees. An approved apparatus turnarounds are required for dead end roads exceeding 150 feet and all homes beyond 500 feet on dead end streets are required to install an approved fire sprinkler system (RMC 4-6-060H.2). Dead end streets exceeding 700 feet are not allowed without approved secondary access roadways being provided. Condition of approval of this proposed plat, due to existing steep grades on existing access roadways and proposed dead end streets, is to have all proposed homes be equipped with approved residential fire sprinkler systems. Access roadways shall not exceed 15 percent maximum grade. Angles of approach and departure shall meet fire department requirements. Fire impact fees are applicable at the rate of \$495.10 per single family unit. This fee is paid at time of building permit issuance.</p>
✓	<p>Parks: City codes currently do not require open space to be set aside in subdivisions of the R-8 zone.</p> <p>The proposed stormwater detention system within Tract D is a stormwater detention/water quality vault. Landscaping (hydroseed and trees) are proposed over the top of the vault which would provide an amenity to the neighborhood as well as providing an attractive buffer between the existing single family and the proposed new single family homes within the site.</p> <p>It is still anticipated that the proposed development would generate future demand on existing City parks and recreational facilities and programs. A Parks Impact Fee, based on new single family lots, will be required in order to mitigate the proposal's potential impacts to City parks and recreational facilities and programs, thereby complying with RMC 4-7-140 Parks and Open Space. The fee is payable to the City as specified by the Renton Municipal Code. Currently the fee is assessed at \$1,441.29 per <u>new</u> single family residence and will increase to \$1,887.94 on January 1, 2016. Credit will be given to the existing home to be demolished.</p>

Not Met as Proposed	<p>Schools: The project site is located within the Renton School District (RSD), which encompasses approximately 35 square miles. It is anticipated that the RSD <u>can accommodate</u> any additional students generated by this proposal at the following schools: Talbot Hill Elementary (2300 Talbot Rd South, Renton), Dimmitt Middle School (12320 80th Avenue South, Seattle), and Renton High School (400 S 2nd St, Renton). RCW 58.17.110(2) provides that no subdivision be approved without making a written finding of adequate provision made for safe walking conditions for students who walk to and from school (Exhibit 28). Future students are designated to be transported to school via bus to and from Talbot Rd S & S 32nd St.</p> <p>As part of the proposed project, sidewalks would not be constructed along shared driveways which connect to S 32nd Pl where there is an existing sidewalk system along the south half of the street, along Smithers Ave S and S 32nd St to the bus stop. Lot 9 would utilize the shared driveway out to Talbot Rd S and the shoulder and sidewalk on the east part of the street to reach the bus stop. The number of trips anticipated to use the private street may impact the safe walking conditions for students. The substandard width within the access tracts (Tracts G & H) not only lack required width to function as a private street, but will also require retaining walls due to the slopes within the tracts. Under normal conditions there is an additional 6 feet of shoulder for school age children to walk. Therefore, the modified road section does not provide adequate provisions for safe walking conditions for students who walk to and from school and/or bus stops.</p> <p>A School Impact Fee, based on <u>new</u> single family lots, will also be required in order to mitigate the proposal's potential impacts to the Renton School District. The fee is payable to the City as specified by the Renton Municipal Code at the time of building permit application. Currently, the 2015 fee is assessed at \$5,541.00 per new single family residence.</p>
Compliant if Conditions of Approval Met	<p>Storm Water: An adequate drainage system shall be provided for the proper drainage of all surface water.</p> <p><u>Staff Comment:</u> The site is located in part of the Black River Basin. Runoff from the site is split with approximately the easterly 150' draining overland towards the wetland along the east boundary. The remainder of the site sheet flows in a westerly direction ultimately entering the swale along the east side of Talbot Road. Based on the City's flow control map, this site falls within the Flow Control Duration Standard, Forested Condition and requires a flow control facility sized to match the flow duration of forested conditions. The standard requires the site to match the durations from 50% of the two-year peak flow up to the full 50-year peak flow, and also match developed peak discharge rates to pre-developed peak discharge rates for the 2-year, 10-year and 100-year return periods. The output models place the required detention volume as 24,300 cubic feet of storage (10' by 40' vault with an active storage depth of 12 feet). The applicant's engineer has designed a detention vault to be located in a tract in the westerly portion of the site and would discharge to the existing conveyance system on the east side of Talbot Road S. Flows continue southerly in the roadside drainage system, approximately 250 feet, where they turn and flow west through a 21" culvert to the valley floor and Springbrook Creek. The westerly portion of the access road from Talbot Rd S bypasses the proposed treatment facility near the existing house. This would need to be addressed at final engineering review. Basic water quality treatment would be provided by "dead" storage within the vault.</p> <p>The applicant submitted a Preliminary Technical Information Report (TIR), prepared by Land Development Advisors, LLC (dated December 2013; Exhibit 12). According to the TIR, the project is required to provide Level 2 Flow Control and Basic Water Quality treatment in accordance with the 2009 City of Renton Amendments to the King County Surface Water</p>

	<p><i>Manual, Chapter 1 and 2. This standard is typically adopted to mitigate stream erosion and is warranted so that downstream erosion is not exacerbated. The goal of the Basic Water Quality Treatment is 80% removal of total suspended solids (TSS) for a typical rainfall year, assuming typical pollutant concentrations in urban runoff. Appropriate Best Management Practices (BMPs) from the Washington State Department of Ecology Manual for individual lot flow control will be required to help mitigate the new runoff created by this development. Additional project BMPs are identified in the construction mitigation description and appropriate individual lot flow control BMPs will be required to help mitigate the new runoff created by this development (Exhibit 14).</i></p> <p><i>A geotechnical report, dated May 27, 2014, was submitted by Geotech Consultants, Inc. (Exhibit 11). A SEPA mitigation measure (Exhibits 30 & 31) was imposed by the City's Environmental Review Committee (ERC), requiring that the project construction comply with the recommendations outlined in the submitted geotechnical report (or an updated report submitted at a later date). The geotechnical report indicates that approximately 2,060 cubic yards (2,370 TONS) of cut and 630 cubic yards of fill (725 TONS) would be required for the construction of required plat improvements and new single family residences. A Temporary Erosion and Sediment Control plan would be prepared with the final construction plans in order to prevent, to the maximum extent possible, the transport of sediment to downstream drainage systems, water resources and adjacent properties. Best Management Practices (BMPs) anticipated include clearing limit delineation, cover measures (straw, plastic, etc.), traffic area stabilization (rock construction entrance) and perimeter protection (silt fencing) in accordance with City of Renton requirements.</i></p> <p><i>The Natural Resources Conservation Service (NRCS) mapped the subject property as being underlain by Alderwood gravelly sandy loam, 6 to 15 percent slopes. The NRCS describes Alderwood gravelly sandy loam, 6 to 15 percent slopes as rolling with irregularly shaped areas.</i></p> <p><i>The proposed structures can be supported on conventional continuous and spread footings bearing on undisturbed, medium-dense, native soil, or on structural fill placed above this competent native soil. The onsite and groundwater conditions are not suitable for infiltration of runoff from impervious surfaces.</i></p> <p><i>A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is also required for this site.</i></p> <p><i>Finally, the maintenance and operation of the proposed storm drainage facilities will be the responsibility of the City upon recording of the plat. Prior to approval and issuance of the construction permit application, the vault would be required to record a 12 to 15-foot wide utility access easement to the proposed stormwater tract (Tract D) for maintenance and operation of the utility.</i></p> <p><i>Maintenance of the vegetation proposed in the wetland tract (Tract A) would remain the responsibility of the home owners within the subdivision, therefore staff recommends as a condition of approval that the applicant create a Home Owners Association ("HOA") that maintains all landscaping improvements in Tract A, and any other common amenities. A draft of the HOA shall be submitted to and approved by the City of Renton Project Manager and the City Attorney prior to final Plat recording. Such document shall be recorded concurrently with the Final Plat.</i></p>
✓	<p>Water and Sanitary Sewer: <i>The site is located in the Talbot Hill 350 hydraulic water pressure zone. There is an existing 8 inch water main in S 32nd Pl and there are 2 existing ¾ inch domestic water meters serving the existing homes. There is an 8 inch sewer main in S 32nd Pl</i></p>

(Winsper) and an 8 inch sewer main located near the northwest of the site. Development fees would apply to new homes and credit would be given to the existing home.

New hydrants shall be installed per Renton's fire department standards to provide the required coverage of all lots. All plats shall provide separate water service stubs and separate side sewer stubs to each building lot prior to recording of the plat. System development charges (SDC) for sewer are payable at the time the utility construction permit is issued.

22. Whenever there is practical difficulties involved in carrying out the provisions of this Title IV, the applicant may request a modification of the standards provided the Criteria for modification identified in RMC 4-9-250D.2 is satisfied:

Modification Criteria:

a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.

The applicant has requested to modify private street width requirements, as described in RMC 4-6-060J, for the proposed 9-lot subdivision on a 2.3-acre property addressed as 3106 and 3112 Talbot Road South also known as Tax Lot 28 of Winsper Division No. 1 Subdivision (*Exhibit 34*). The property is presently accessed from Talbot Road South, via a shared driveway. This driveway slopes steeply from east to west, and could not be used to access the number of lots proposed without major engineering revisions to the slope and road. There are two existing 24-foot wide tracts (Tract G and H) in the abutting residential plat to the south, Winsper Division No. 1. These tracts are indicated on the recorded plat as being for future ingress, egress, and utilities only to Tax Lot 28, owned and maintained by Winsper Community Organization until deeded to Tax Lot No. 28 at no cost when development of Tax Lot 28 is approved, which requires the use of Tract G and H.

The applicant is requesting a modification from the City of Renton standards in order to utilize Tract G and Tract H as a private street access to the proposed subdivision of Tax Lot 28. The proposal would be to utilize the existing 24-wide access easements (Tract G and H) to serve up to four (4) residential lots from Tract G and another four (4) lots from Tract H. This would be a reduction of two (2) feet from the private street width standard specified in Renton Municipal Code (RMC) 4-6-060J. The applicant contends that the existing 12 feet of access off of Talbot Rd and the steeper grades along the current driveway are not feasible within the constraints of Renton's code. The existing tracts were created under King County and subsequently annexed into the City of Renton, irrespective of how the two codes would correlate. Given the proximity to the adjacent houses and their side yard setback limits, there is no additional area for adding or acquiring the additional width that could be used to meet the minimum twenty six foot (26') easement width required by RMC 4-6-060J.2.

Prior to the benefit of a public process, it was indicated to the applicant that a request to reduce the private street standard to allow for a width of 24 feet could be supported by staff (*Exhibit 35*).

As part of the public notification process, the City of Renton received an abundance of public feedback from property owners within the Winsper Division I Plat and the surrounding neighborhood(s) (*Exhibits 18, 20-22, 36, 38, 40, and 42; Staff's response includes Exhibits 19, 37, 39, 41, and 43*). The primary concern identified through letters and emails has consistently been vehicle access through the two 24-foot wide access tracts (Tract G and Tract H) and the associated safety concerns from new vehicle traffic generated as a result of the proposed land development. See attached letter for additional concerns and comments.

During the preliminary plat review process, the City of Renton identified and explored alternative plat options for access to the plat, whether from Talbot Rd S or through Tracts G and H, communication was

provided via an on hold notice letter from the City of Renton Planning Department (*Exhibit 31*). As part of the City's preliminary review, staff found that the submitted preliminary plat provides no alternatives to meeting the street standards of the Renton Municipal Code if the request to modify street width requirements were to be denied. The applicant, RAD Holdings LLC (maintains the right to develop property based on the ordinances existing at the time of the application), has respectfully requested that the preliminary plat application be brought forward to a public hearing as originally submitted and accepted on August 25, 2014 (*Exhibit 32*).

Staff has reviewed the applicant's proposal and finds the proposed modification does not substantially implement the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element as identified in the Conclusions – Preliminary Plat Review Criteria J.1 below. Staff is not supportive of the reduced private street standard requested as part of the proposed preliminary plat application.

b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.

The applicant is proposing a modification from the minimum twenty six foot (26') wide easement required by RMC 4-6-060J.2 in order to construct two 20-foot wide paved private streets that would serve four lots from each of the existing 24-foot wide tracts (Tract G and H) within Winsper Division No. 1 subdivision.

Road improvements that would include two 10-foot wide paved lanes with vertical curb and gutter through each tract with retaining walls along the eastern sides of both access roads. The eastern most access has a slope in excess of fifteen percent (15%) and requires a minimum of 1.5 feet of clear zone between the back of the curb and the face of the retaining wall. The construction of the retaining walls proposed for both accesses would require temporary construction easements to be obtained from the adjoining property owners. Nevertheless, the temporary construction easements may not be feasible due to the close proximity of other private existing structures located in areas where the retaining walls would need to be constructed.

As part of the City's preliminary review, staff has found that the submitted preliminary plat provides no alternatives to meeting the street standards of the Renton Municipal Code if the request to modify street width requirements were to be denied. With no alternative proposal, staff finds that there are not appropriate provisions made for public health and safety and sufficient access (WAC 58-17-110), due to the lack of sufficient width within the tracts, the proximity of the existing homes to the proposed new roadway and the lack a sufficient setback distance from the private street, and the direct correlation between the number of homes and the number of trips anticipated to utilize the proposed access tracts.

Based on this finding the Environmental Review Committee issued a SEPA mitigation measure that required the applicant to provide a shared driveway through the existing Winsper Division No. 1 Subdivision tracts (Tracts G and H) that are consistent with the shared private driveway stand of the Renton Municipal Code (RMC 4-6-060K). The private access road would meet the minimum necessary width to provide for safe and effective access for the existing residents, proposed residents, and fire and emergency vehicles, as required by RCW 58-17-110.

The applicant has not provided sufficient justification to show that the reduction to the minimum street standards of the code would provide reasonable safety, function, appearance, environmental protection and maintainability intended by the Code requirements. At this time, staff has determined that the construction of a private street through a substandard access easement would result in a detriment to public safety as it pertains to the existing constructed homes at 618, 624, 652, and 700 S 32nd Pl and any future vehicles that may utilize the proposed private street.

c. Will not be injurious to other property(ies) in the vicinity

See Modification Request - Modification Criteria b.

d. Conforms to the intent and purpose of the Code

Despite the functional classification of the road, it is the purpose of the street standard section of code to establish design standards and development requirements for street improvements to ensure reasonable and safe access to public and private properties. These improvements include, but are not limited to, appropriately scaled sidewalks related to the urban context, a range of landscape buffers, curbs, gutters, street paving, monumentation, signage, and lighting, to be developed with complete streets principles. Complete streets principles are to plan, design, and operate streets to enable safe and convenient access and travel for all users including pedestrians, bicyclists, transit riders, and people of all ages and abilities, as well as freight and motor vehicle drivers, and to foster a sense of place in the public realm with attractive design amenities (RMC 4-6-060A).

Staff has reviewed the applicant's proposal and finds the proposed modification does not meet the intent and purpose of the code. The Winsper Division No. 1 Subdivision tracts (Tract G and Tract H) have sufficient width to be developed as a shared driveway. A shared private driveway is used for access up to a maximum of four (4) lots. Of those 4 lots, up to three (3) of the lots may use the driveway as primary access for emergencies. The remainder of the lots must have physical frontage along a street for primary and emergency access and shall only be allowed vehicular access from the shared private driveway. The private access easement would be a minimum of sixteen feet (16') in width, with a maximum of twelve feet (12') paved driveway (the Fire Department may require the tract and paved surface to be up to twenty feet (20') wide). The project lacks sufficient public street access that would provide for primary access for emergencies; therefore, staff recommends that the applicant follow the shared driveway street standard and limit the number of lots served to no more than two (2) lots per Tract G and Tract H.

e. Can be shown to be justified and required for the use and situation intended; and

Given that the Tax Lot 28 has two existing 24-foot wide dedicated ingress/egress easement tracts through the Winsper Division I Plat, staff finds that with ample mitigation there is sufficient width within the tracts to provide a shared driveway to access a reduced number of lots from S 32nd Place.

Within the existing tracts (Tract G and H), staff recommends two 6-foot wide paved lanes with vertical curb and gutter through each tract with fencing for screening, mature landscaping, and retaining walls along the eastern sides of both access roads. Once onsite (within Tracts B & C) the fire department apparatus access roadways would be required to be widened to a minimum of 20-foot wide fully paved, with 25-foot inside and 45-foot outside turning radius. Fire access roadways shall be constructed to support a 30-ton vehicle with 75-psi point loading. Access is required within 150-feet of all points on the buildings and a dedicated hammerhead turnaround or cul-de-sac would be required if the road has a length from 150 feet to 300 feet.

f. Will not create adverse impacts to other property(ies) in the vicinity.

See Modification Request - Modification Criteria b.

I. CONCLUSIONS:

1. The proposal is not compliant with all Comprehensive Plan Land Use and Community Design Element policies, as the project design does not meet basic development standards for privacy and quality of life for existing residents.
2. The proposal is not compliant will all Preliminary Plat Review Criteria. The proposed street system would need to comply with RMC 4-6-060K and comply with the safe walking conditions for students who walk to and from school.

3. The proposal is not compliant or consistent with City of Renton plans, policies, regulations and approvals and would result in a substantial or undue adverse effect on adjacent properties due to lack of efficient access and circulation for all users.
4. The submitted preliminary plat provides no alternatives to meeting the street standards of the Renton Municipal Code if the request to modify street width requirements were to be denied. With no alternative proposal, staff finds that there are not appropriate provisions made for public health and safety and sufficient access (RCW 58-17-110).
5. The proposed development would generate long term harmful or unhealthy conditions without complying with shared driveway standards (RMC 4-6-060K).
6. The proposed location is suited for the residential use.
7. Adequate parking for the proposed can be provided.
8. The proposal does not satisfy 6 of the 6 criteria listed in RMC 4-9-250D.2 for approval of modifications.

K. RECOMMENDATIONS:

Staff recommends denial of the Valley Vue Preliminary Plat, LUA14-001040, ECF, PP, MOD (as depicted in *Exhibit 4*), and that the related request to modify the private street standards also be denied.

In the event the Hearing Examiner elects to approve the Valley Vue Preliminary Plat and the street modification request, staff recommends the following conditions:

1. The applicant shall comply with the mitigation measure issued as part of the Determination of Nonsignificance-Mitigated, review by the Environmental Review Committee (ERC) on May 18, 2015 (*Exhibits 30 & 31*).
 - a. Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Geotech Consultants, Inc. dated May 27, 2014 or an updated report submitted at a later date.
 - b. The applicant shall plant all trees that are within the 50-foot standard wetland buffer by hand and without heavy machinery. To the greatest extent feasible, these trees should be planted in areas where invasive species are present. A tree planting plan shall be provided to the Current Planning Project Manager for review and approval prior to construction permit issuance.
 - c. The applicant shall provide a minimum 12 to 15-foot wide utility access easement to the stormwater tract (Tract D) for maintenance and operation of the utility. The easement shall be recorded and documentation provided to the City prior to approval the issuance of the construction permit application.
 - d. The applicant shall provide a shared driveway through the existing Winsper Division No. 1 Subdivision tracts (Tracts G and H) that are consistent with the shared private driveway stand of the Renton Municipal Code (RMC 4-6-060K). The private access roads shall meet the minimum necessary to provide for safe and effective access for the existing residents, proposed residents, and fire and emergency vehicles.
2. The applicant shall obtain a demolition permit and complete all required inspections for the removal of the existing single family residence at 3112 Talbot Road South prior to Final Plat recording.
3. The applicant shall be limited to a maximum of two (2) lots to be served from each ingress/egress tract from Winsper Division No. 1 Subdivision (Tract G and Tract H).

4. The applicant shall provide a minimum of 16 trees within the front yards of all approved lots. A final detailed landscape plan shall be submitted to and approved by the Current Planning Project Manager prior to construction permit issuance.
5. In addition to any retaining walls required within Tract G and Tract H, the applicant shall provide a privacy fence and mature landscaping between the paved roadway (and vertical curb) and the property line(s). A final access road cross section and landscape plan shall be submitted to and approved by the Current Planning Project Manager prior to construction permit issuance.
6. The applicant shall provide a dedicated hammerhead turnaround or cul-de-sac at the terminus (Tract B and Tract C) of the ingress/egress road from S 32 Place. The hammerhead turnaround shall have a design approved by the Current Planning Project Manager and Fire and Emergency Services.
7. The applicant shall submit a street lighting plan at the time of construction permit review for review and approval by the City's Plan Reviewer.
8. The applicant shall create a Home Owners Association ("HOA") that maintains all landscaping improvements in Tract "A", all maintenance and repairs of the shared driveway access roads and tracts (Tracts B, C, G and H) and any and all other common improvements. A draft of the HOA documents shall be submitted to and approved by the City of Renton Project Manager and the City Attorney prior to Final Plat recording. Such document shall be recorded concurrently with the Final Plat.
9. The applicant shall install a wood, split-rail fence with wetland signage along the west boundary of Category 2 wetland buffer. The fence (with signage) shall be constructed prior to recording the final plat. A requirement to maintain the fence by a Homeowners' Association shall be placed on the face of the plat.
10. The applicant shall be required to obtain a temporary construction easement for all work conducted outside of the applicant's property. The temporary construction easement shall be submitted to the City prior to any permits being issued.



EXHIBITS

Project Name: Valley Vue Preliminary Plat		Project Number: LUA14-001040, ECF, PP, MOD	
Date of Hearing 7/14/15	Staff Contact Clark H. Close	Project Contact Jon Nelson Land Development Advisors, LLC 12865 SE 47th PL Bellevue, WA 98006	Project Location 3106 and 3112 Talbot Road S Renton, WA 98055

The following exhibits were entered into the record:

- Exhibit 1 ERC Report
- Exhibit 2 Neighborhood Map
- Exhibit 3 Winsper Division 1 Final Plat (Sheets 1 through 4)
- Exhibit 4 Valley Vue Overall Preliminary Plat Plan (Sheets 1 through 3)
- Exhibit 5 Valley Vue Preliminary Plat Plan
- Exhibit 6 Topographic / Boundary Survey Map (Sheets 1 and 2)
- Exhibit 7 Grading and Drainage Plan
- Exhibit 8 Sanitary Sewer and Water Plan
- Exhibit 9 Tree Cutting and Land Clearing Plan
- Exhibit 10 Tree Retention-Replacement Plan (L1.0, L1.1, and L1.2)
- Exhibit 11 Geotechnical Engineering Study prepared by Geotech Consultants, Inc. (dated May 27, 2014)
- Exhibit 12 Preliminary Technical Information Report ("TIR") prepared by Land Development Advisors, LLC (dated December, 2013)
- Exhibit 13 Critical Areas Study prepared by Acre Environmental Consulting, LLC (dated September 4, 2013)
- Exhibit 14 Construction Mitigation Description
- Exhibit 15 Fire Truck Access Exhibit – Figure 1
- Exhibit 16 Roadway Easement (Recording No. 5705702)
- Exhibit 17 Mutual Releases of Easement (Recording Nos. 20140627001668, 20140627001669, and 20140627001670)
- Exhibit 18 Public Comment Letters: Dalen; Klaas; Klaas Schultz; Perteet; Smith
- Exhibit 19 Staff Response to Public Comment Letter: Dalen; Klaas; Klaas Schultz; Perteet; Smith
- Exhibit 20 Public Comment Email to Chief Peterson (received by CED on August 19, 2014): Klass
- Exhibit 21 Letter to Mr. Bob Ferguson, Attorney General (received August 25, 2014): Klass
- Exhibit 22 Letter to Dennis Law, City of Renton Mayor (received August 28, 2014): Klaas
- Exhibit 23 Letter to Dennis Law, City of Renton Mayor (received September 9, 2014) – includes signatures, a letter to Jay Covington, Chief Administrative Officer of Renton Mayor and a letter to Chip Vincent, CED Administrator
- Exhibit 24 Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (Land Use 210, pages 295-321)
- Exhibit 25 Advisory Notes to Applicant
- Exhibit 26: Report to the Hearing Examiner
- Exhibit 27: Notice of Complete Application
- Exhibit 28: Renton School District's Capacity Response Letter
- Exhibit 29: Environmental Review Committee (ERC) Staff Report (dated June 18, 2015)
- Exhibit 30: Environmental "SEPA" Determination, ERC Mitigation Measures and Advisory Notes

- Exhibit 31: "On Hold" Notice Letter (dated October 1, 2014)
- Exhibit 32: Applicant's Letter for a Request for Continuation (dated April 15, 2015)
- Exhibit 33: "Off Hold" Notice Letter (dated April 27, 2015)
- Exhibit 34: Street Modification Request
- Exhibit 35: Street Modification Request Response
- Exhibit 36: Public Comment Letter from Winsper Community HOA (20 signatures)
- Exhibit 37: Staff Response to Winsper Community HOA
- Exhibit 38: Public Comment Letters: Klaas Schultz
- Exhibit 39: Staff Response to Public Comment Letters: Klaas Schultz
- Exhibit 40: Public Comment Letter: Gangwish
- Exhibit 41: Staff Response to Public Comment Letter: Gangwish
- Exhibit 42: Public Comment Letter: Klaas
- Exhibit 43: Staff Response to Public Comment Letter: Klaas



Denis Law
Mayor



August 25, 2014

Department of Community and Economic Development
C.E. "Chip" Vincent, Administrator

Rory Dees
RAD Holdings, LLC
1040 W. Lake Sammamish Pkwy SE
Bellevue, WA 98008

Subject: Notice of Complete Application
Valley Vue Preliminary Plat, LUA14-001040, ECF, PP

Dear Mr. Dees:

The Planning Division of the City of Renton has determined that the subject application is complete according to submittal requirements and, therefore, is accepted for review.

It is tentatively scheduled for consideration by the Environmental Review Committee on September 15, 2014. Prior to that review, you will be notified if any additional information is required to continue processing your application.

In addition, this matter is tentatively scheduled for a Public Hearing on **October 7, 2014 at 12:00 pm**, Council Chambers, Seventh Floor, Renton City Hall, 1055 South Grady Way, Renton. The applicant or representative(s) of the applicant are required to be present at the public hearing. A copy of the staff report will be mailed to you prior to the scheduled hearing.

Please contact me at (425) 430-7289 if you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Clark H. Close".

Clark H. Close
Associate Planner

cc: RAD Holdings / Owner(s)
Jon Nelson, Land Development Advisors / Contact

City of Renton



Department of Community and Economic Development
C.E. "Chip" Vincent, Administrator

rentonwa.gov

ENVIRONMENTAL REVIEW COMMITTEE REPORT

**Entire Document
Available Upon Request**

ERC MEETING DATE: May 18, 2015

Project Name: Valley Vue Preliminary Plat

Project Number: LUA14-001040, ECF, PP, MOD

Project Manager: Clark H. Close, Associate Planner

Owners/Applicant: Rory Dees, Rad Holdings, LLC, 1040 W. Lake Sammamish PKWY SE, Bellevue, WA 98008

Contact: Jon Nelson, Land Development Advisors, LLC, 12865 SE 47th PL, Bellevue, WA 98006

Project Location: 3106 and 3112 Talbot Road S, Renton, WA 98055

Project Summary: The applicant is requesting SEPA Environmental Review and Preliminary Plat approval for a 9-lot subdivision. The 2.3-acre site is located within the Residential-8 dwelling units per net acre (du/ac) zoning classification. There are two single family residences (3106 and 3112 Talbot Road South) located on this parcel that gain access to the site from Talbot Road South and are part of the Black River Basin.

The single family house located at 3106 is connected to city water and sewer and would remain and be incorporated into the subdivision as Lot 9, while the house located at 3112 is on a septic system and would be demolished. Together the nine (9) residential lots (8 new + the remaining single family house) would result in a density of 4.23 du/ac. Residential lot sizes range from 4,502 sf to 18,169 sf with an average lot size of 7,954 sf. In addition to the 9 residential lots, four (4) tracts are proposed for access roads, sensitive areas, and stormwater detention. The eight (8) new residential lots would be served from Winsper Division No. 1 Subdivision (Tract G and Tract H) via two dedicated ingress/egress easement areas of 24 feet in width through the development on S 32nd Place. There are 142 significant trees on the site and the applicant is proposing to retain 27 original trees. A detention vault in the westerly portion of the site is proposed within Tract D which would discharge into the existing conveyance system on the east side of Talbot Road.

The applicant has submitted a Critical Areas Report, Preliminary Technical Information Report, and a Geotechnical Engineering Report with the application. The site contains a Category 2 wetland in the far eastern portion of the site. No impacts to critical areas onsite are proposed and existing slopes on the site average roughly 6%.

Site Area: 99,994 SF (2.3 acres)

STAFF RECOMMENDATION: Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).

**ENVIRONMENTAL (SEPA) DETERMINATION OF NON-SIGNIFICANCE
- MITIGATED (DNS-M)**

PROJECT NUMBER: LUA14-001040, ECF, PP, MOD

APPLICANT: Rory Dees, Rad Holdings, LLC, 1040 W. Lake Sammamish PKWY SE,
Bellevue, WA 98008

PROJECT NAME: Valley Vue Preliminary Plat

The applicant is requesting SEPA Environmental Review and Preliminary Plat approval for a 9-lot subdivision. The 2.3-acre site is located within the Residential-8 dwelling units per net acre (du/ac) zoning classification. There are two single family residences (3106 and 3112 Talbot Road South) located on this parcel that gain access to the site from Talbot Road South and are part of the Black River Basin.

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PROJECT LOCATION:

LEAD AGENCY: City of Renton
Environmental Review Committee
Department of Community & Economic Development

The City of Renton Environmental Review Committee has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Conditions were imposed as mitigation measures by the Environmental Review Committee under their authority of Section 4-9-070D Renton Municipal Code. These conditions are necessary to mitigate environmental impacts identified during the environmental review process. Because other agencies of jurisdiction may be involved, the lead agency will not act on this proposal for fourteen (14) days.

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on June 5, 2015. Appeals must be filed in writing together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and more information may be obtained from the Renton City Clerk's Office, (425) 430-6510.

PUBLICATION DATE: MAY 22, 2015

DATE OF DECISION: MAY 18, 2015

DEPARTMENT OF COMMUNITY
AND ECONOMIC DEVELOPMENT



SIGNATURES:

Meggy Zimmerman

Gregg Zimmerman, Administrator
Public Works Department

5/14/15

Date

M. Peterson

Mark Peterson, Administrator
Fire & Emergency Services

5/18/15

Date

Terry Higashiyama

Terry Higashiyama, Administrator
Community Services Department

5/18/15

Date

C.E. Vincent

C.E. "Chip" Vincent, Administrator
Department of Community &
Economic Development

5/18/15

Date

**DETERMINATION OF NON-SIGNIFICANCE-MITIGATED (DNSM)
MITIGATION MEASURES AND ADVISORY NOTES**

PROJECT NUMBER: LUA14-001040, ECF, PP, MOD

APPLICANT: Rory Dees, Rad Holdings, LLC, 1040 W. Lake Sammamish
PKWY SE, Bellevue, WA 98008

PROJECT NAME: Valley Vue Preliminary Plat

PROJECT DESCRIPTION: The applicant is requesting SEPA Environmental Review and Preliminary Plat approval for a 9-lot subdivision. The 2.3-acre site is located within the Residential-8 dwelling units per net acre (du/ac) zoning classification. There are two single family residences (3106 and 3112 Talbot Road South) located on this parcel that gain access to the site from Talbot Road South and are part of the Black River Basin.

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The applicant has submitted a Critical Areas Report, Preliminary Technical Information Report, and a Geotechnical Engineering Report with the application. The site contains a Category 2 wetland in the far eastern portion of the site. No impacts to critical areas onsite are proposed and existing slopes on the site average roughly 6%.

PROJECT LOCATION: 3106 and 3112 Talbot Road S, Renton, WA 98055

LEAD AGENCY: The City of Renton
Department of Community & Economic Development
Planning Division

MITIGATION MEASURES:

1. Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Geotech Consultants, Inc. dated May 27, 2014 or an updated report submitted at a later date.
2. The applicant shall plant all trees that are within the 50-foot standard wetland buffer by hand and without heavy machinery. To the greatest extent feasible, these trees should be planted in areas where invasive species are present. A tree planting plan shall be provided to the Current Planning Project Manager for review and approval prior to construction permit issuance.
3. The applicant shall provide a minimum 12- to 15-foot wide utility access easement to the stormwater tract (Tract D) for maintenance and operation of the utility. The easement shall be recorded and documentation provided to the City prior to approval the issuance of the construction permit application.
4. The applicant shall provide a shared driveway through the existing Winsper Division No. 1 Subdivision tracts (Tracts G and H) that are consistent with the shared private driveway stand of the Renton Municipal Code (RMC 4-6-060K). The private access roads shall meet the minimum necessary to provide for safe and effective access for the existing residents, proposed residents, and fire and emergency vehicles.

ADVISORY NOTES:

The following notes are supplemental information provided in conjunction with the administrative land use action. *Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.*

Engineering Review Comments	Vicki Grover 425-430-7291 vgrover@rentonwa.gov
Recommendations: I have reviewed the application for Valley Vue Preliminary Plat and have the following comments:	
EXISTING CONDITIONS	
WATER The site is located in the Talbot Hill 350 hydraulic water pressure zone. There is an existing 8 inch water main in S. 32nd Place and there are 2 existing ¾ inch domestic water meters serving the existing homes.	
SEWER There is an 8 inch sewer main in S. 32 Place (Winsper) and an 8 inch sewer main located near the northwest of the site.	
STORM There are drainage improvements in S. 32nd Place.	
CODE REQUIREMENTS	
Water	
1. Need to show the existing water service for 3106 Talbot Road South.	
2. System development fee for water is based on the size of the new domestic water meter(s) that will serve each new lot. Fee for a 1 inch water meter install is \$2,809.00. Credit will be giving to the existing home.	
3. Fee for a 1 inch water meter installed by the City is \$3,770.00.	
4. New hydrants shall be installed per Renton's fire department standards to provide the required coverage of all lots.	
5. A separate domestic water service meter will be required for each lot with a minimum size of 1 inch along with required backflow prevention assembly.	
6. This project is subject to water special assessment district no. 8406 depending on fire flow demand. For a fire flow demand of 1,500 gpm or less, the special assessment is \$0.034/sq ft of property, plus \$16.00/front foot along the property frontage on Talbot Rd S.	

Sewer

1. Need to show the existing side sewer connection for 3106 Talbot Road South.
2. System development fee for sewer is based on the size of the new domestic water(s) that will serve each new lot. Sewer fee for a ¾ inch water or 1 inch meter install is \$1,812.00.
3. Existing septic system(s) will be required to be abandoned in accordance with King County Department of Health.

SURFACE WATER

1. A drainage plan and drainage report dated, December, 2013 was submitted by LDA (Land Development Advisors). The report complies with the 2009 King County Surface Water Manual and the City of Renton Amendments to the KCSWM, Chapters 1 and 2. All core requirements and special requirements are included in the report. This site falls within the Flow Control Duration Standard, Forested Conditions.
 - The Basin Map Figure 3.1 – Please revise the areas to match the Preliminary Plat Map areas. Account for both drainage basins in the tables and on the figure.
 - Please discuss the existing house to the west that will remain as part of the development. Will the existing culverts be maintained through construction? Where does the runoff currently go? Where does the roof drainage go? Etc.....Show on drawing.
 - The westerly portion of the access road that comes off of Talbot Road South by passes the proposed treatment facility (wet pond) near the existing house needs to be addressed. Please review Page 166 1.2.8.2.D in the City of Renton's Amendments to the King County Surface Water Design Manual.
 - Please summarize the dimensions and volume for each of the detention and the water quality components of the vault.
 - Include backwater analysis for the conveyance system in your final TIR submittal.
 - A declaration of covenant will be required for the storm water facilities.
 - Pave roadway off of Talbot Road South at 12 ft. in width for access to the storm water tract.
2. A geotechnical report for the site dated May 27, 2014 was submitted by Geotech Consultants Inc. Information on the water table and soil permeability, with recommendations regarding foundation footing drains and waterproofing, retaining walls, slabs on grade, excavations and slopes and pavement areas. Infiltration of storm runoff is not recommended. Please update the report to address the proposed storm water vault not a storm water detention pond.
3. Surface Water System Development fee is \$1,120 per new lot. This is payable prior to issuance of the construction permit. Credit will be given for one existing home.

EROSION CONTROL

1. An Erosion Control Plan is to be submitted with the civil plans. Erosion Control shall be installed and monitored in accordance with Storm Water Pollution Prevention Plan and the KCSWM.
2. A Construction Stormwater General Permit from Department of Ecology will be required if grading and clearing of the site exceeds one acre. A Stormwater Pollution Prevention Plan (SWPPP) is required for this site.

TRANSPORTATION/STREET

1. The current transportation impact fee rate is \$1,430.72 per single family house. The transportation impact fee is levied at the time of building permit application and payment of the transportation impact fee is due at the time of issuance of the building permit. Credit will be given to the existing home.
2. LED street lighting meeting City of Renton Standards is required.
3. Paving and trench restoration will comply with the City's Trench Restoration and Overlay Requirements.
4. Road Classifications – Talbot Road South is a Collector Arterial; S 32nd Pl is a residential access street.
 - Existing right-of-way width is approximately 60 feet for Talbot Rd S and approx. 44 feet on S 32nd Pl.
 - Per RMC 4-6-060J for 'Shared Driveways' at least one of the four lots being accessed must front public right-of-way; the proposed development does not meet all of the code requirements for a shared driveway type of access.

Engineering Review Comments**Vicki Grover | 425-430-7291 | vgrover@rentonwa.gov**

5. Access to the proposed development from Talbot Road South (2-lane Collector Arterial) along the existing driveway lies within regulated slope areas (>15% and > 25%) per the City of Renton's Sensitive Areas map. Slopes in excess of 15% are typically not accessible by the City Renton's Fire Department Vehicles.
6. The preliminary plat plan sheets show access to the proposed development to be off of S 32nd Pl (Winsper Development) via Tracts G and H. These tracts are approximately 24 feet in width and are to have two (2) 10-foot wide paved lanes with vertical curb and gutter. City of Renton has a comment also concerning the constructability of these accesses. Due to the slope of the site, both accesses will require retaining walls to be constructed along their eastern sides. The eastern most access has a slope in excess of 15% and requires a minimum of 1.5 ft. of clear zone between the back of the curb and the face of the retaining wall. The construction of the retaining walls proposed for both accesses will require temporary construction easements to be obtained from the adjoining property owners. However, the temporary construction easements may not be feasible due to the close proximity of other private existing structures to the area needed for construction of the walls.
7. The current layout does not include access to the storm water facilities. Access to the storm water tract is necessary in order to maintain the vault.

GENERAL COMMENTS

1. This project will comply with all undergrounding requirements.
2. All construction utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform to the Renton Drafting Standards. A licensed Civil Engineer shall prepare the civil plans.
3. Separate permit and fees will be required for the water meter installation, side sewer connection, and storm water connection.
4. Water service, sewer stub, and a drainage flow control BMP is required to be provided to each new lot prior to recording of the plat.

Fire Review - Building Comments**Corey Thomas | 425-430-7024 | cthomas@rentonwa.gov****Recommendations: Environmental Impact Comments:**

1. The fire impact fees are applicable at the rate of \$479.28 per single family unit. This fee is paid prior to recording the plat. Credit will be granted for existing home that is to be removed.

Code Related Comments:

1. The fire flow requirement for a single family home is 1,000 gpm minimum for dwellings up to 3,600 square feet (including garage and basements). If the dwelling exceeds 3,600 square feet, a minimum of 1,500 gpm fire flow would be required. A minimum of one fire hydrant is required within 300 feet of the proposed buildings and two hydrants if the fire flow goes up to 1,500 gpm. Existing fire hydrants can be counted toward the requirements as long as they meet current code including 5 inch storz fittings.
2. Fire department apparatus access roadways are required to be a minimum of 20 feet wide fully paved, with 25 feet inside and 45 feet outside turning radius. Fire access roadways shall be constructed to support a 30 ton vehicle with 322 psi point loading. Approved apparatus turnarounds are required for dead end roads exceeding 150 feet. Dead end streets exceeding 500 feet require all homes to be provided with an approved fire sprinkler system. Dead end streets exceeding 700 feet are not allowed without approved secondary access roadways being provided. Condition of approval of this proposed plat due to existing steep grades on existing access roadways and proposed dead end streets is to have all proposed homes be equipped with approved residential fire sprinkler systems.
3. Access roadways shall not exceed 15 percent maximum grade. Angles of approach and departure shall meet fire department requirements.

Planning Review Comments	Clark Close 425-430-7289 cclose@rentonwa.gov
<p>Recommendations:</p> <ol style="list-style-type: none"> 1. RMC section 4 4 030.C.2 limits haul hours between eight thirty (8:30) a.m. and three thirty (3:30) p.m., Monday through Friday unless otherwise approved in advance by the Development Services Division. 2. New single family construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays is by permission only. No work is permitted on Sundays. 3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plants appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit. 	

Technical Services Comments	Bob Mac Onie 425-430-7369 bmaconie@rentonwa.gov
<p>Recommendations: Preliminary Plat: Bob Mac Onie 09/18/2014</p> <p>Note the City of Renton land use action number and land record number, LUA14 001040 and LND 10 0515, respectively, on the final plat submittal. The type size used for the land record number should be smaller than that used for the land use action number. Please note that the land use action number provided will change when this subdivision changes from preliminary to final plat status.</p> <p>Show two ties to the City of Renton Survey Control Network. The geometry will be checked by the city when the ties have been provided.</p> <p>Ties can be made but explicit reference to another survey with such ties and two monuments common to the subject subdivision.</p> <p>Provide sufficient information to determine how the plat boundary was established.</p> <p>Indicate what has been, or is to be, set at the corners of the proposed lots.</p> <p>Note discrepancies between bearings and distances of record and those measured or calculated, if any.</p> <p>The lot addresses will be provided by the city at final plat submittal. Note said addresses and the street name on the plat drawing.</p> <p>Do not encroachments.</p> <p>Do not include a utility provider's block, an owner's block, an engineer/surveyor block and an architect block.</p> <p>Do not include any references to use, density or zoning on the final submittal. Please note the Site Data on sheet 1 of 3 block is not necessary and conflicts with the Easement Notes block immediately below.</p> <p>If the abutting properties are platted, note the lot numbers and plat name on the drawing otherwise note them as 'Unplatted'. Do not show the TPNs.</p> <p>Remove the building setback lines from the proposed lots. Setbacks will be determined at the time that building permits are issued.</p> <p>Note the research resources on the plat submittal.</p> <p>Note all easements, covenants and agreements of record on the plat drawing.</p> <p>The City of Renton "APPROVALS" blocks for the City of Renton Administrator, Public Works Department, the Mayor, City Clerk and the Finance Director .</p> <p>A pertinent approval block is also needed for the King County Assessor's Office. Provide signature lines as required.</p> <p>If there is a Restrictive Covenants, Conditions & Restrictions document for this plat, then reference the same on the plat drawing and provide a space for the recording number thereof.</p> <p>Note that if there are restrictive covenants, agreements or easements to others (neighboring property owners, etc.) as part of this subdivision, they can be recorded concurrently with the plat. The plat drawings and the associated document(s) are to be given to the</p> <p>Project Manager as a package. The plat document will be recorded first (with King County). The recording number(s) for the associated document(s) (said documents recorded concurrently with, but following the plat) need to be referenced on the plat drawings.</p>	

Technical Services Comments	Bob Mac Onie 425-430-7369 bmaconie@rentonwa.gov
<p>There needs to be a Purpose Statement for each of the tracts created, including ownership and maintenance responsibilities.</p> <p>Please discuss with the Stormwater Utility any other language and/or instrument requirements regarding surface water BMPs and other rights and responsibilities.</p> <p>Include a Dedication block. All vested owner(s) of the subject plat, at the time of recording, need to sign the final plat. For the street dedication process, include a current title report noting the vested property owner.</p>	
Community Services Comments	Leslie Betlach 425-430-6619 lbetlach@rentonwa.gov
<p>Valley Vue Preliminary Plat Comments: 08/25/2014</p> <p>Parks impact fee per Ordinance 5670 applies. Bicycle lanes per adopted Trails and Bicycle Master Plan "Talbot Road South Bicycle Lanes." Sheet 148 shall be incorporated as part of project.</p>	

Denis Law
Mayor

City of
Renton
Community & Economic Development Department
C.E. "Chip" Vincent, Administrator



October 1, 2014

Rory Dees
RAD Holdings, LLC
1040 W. Lake Sammamish Pkwy SE
Bellevue, WA 98008

SUBJECT: "On Hold" Notice
Valley Vue Preliminary Plat, LUA14-001040, ECF, PP, MOD

Dear Mr. Dees:

The Planning Division of the City of Renton accepted the above master application for review on August 25, 2014. During our review, staff has determined that additional information is necessary in order to proceed further.

The request for a modification from the private street standard requirements, identified in RMC 4-6-060J, will likely not be supported by the City of Renton based on the public comments received and the proximity of the roads to existing residential development. The existing access easements do not meet the required 26 foot width, and therefore would not be compliant with Renton Municipal Code without an approved modification. Please note that all final decisions on the preliminary plat are made by the City's Hearing Examiner with a recommendation from Staff.

Based on the above statement, the following information will need to be submitted so that we may continue the review of the above subject application:

- A plat plan that is compliant with the shared driveways standard of the Renton Municipal Code (RMC) 4-6-060K, as this would fit within the existing access easement width of 24 feet and would not require the approval of a modification.

RMC 4-6-060K. Shared Driveways – When Permitted:

A shared private driveway may be permitted for access up to a maximum of four (4) lots. Up to three (3) of the lots may use the driveway as primary access for emergencies. The remainder of the lots must have physical frontage along a street for primary and emergency access and shall only be allowed vehicular access from the shared private driveway. The private access easement shall be a minimum of sixteen feet (16') in width, with a maximum of twelve feet (12') paved driveway. Minimum turnaround requirements for emergency access to lots can be found in subsection H of this Section. (Ord. 5517, 12-14-2009)

- A revised street profile or "Access Road Section" to reflect a reduction in the road pavement that is compliant with Renton Municipal Code (RMC) 4-6-060K. Proposed solutions that address public safety, welfare, aesthetics, and screening are encouraged as part of the street profile design and resubmittal process. Please note that staff will continue to address public comment during the course of the review, in order to mitigate the associated impacts between a new shared driveway and the existing homes.
- Alternatively, you may submit a plat plan that is compliant with the City of Renton's complete street standard limited residential access road from Talbot Road South. The City's complete street standard for a limited residential access road is 18 feet of pavement, with an 8-foot planting strip, 5-foot sidewalk and LED street lighting along both sides of the road inside the plat. The street section will be a 45-foot right-of-way. (See RMC 4-6-060 for more information.) If you choose to develop the site with a public road, please work with City staff to identify all required submittal items.

At this time, your project has been placed "on hold" pending receipt of the requested information. Please contact me at (425) 430-7289 if you have any questions.

Sincerely,



Clark H. Close
Associate Planner

cc: RAD Holdings / Owner(s)
Jon Nelson, Land Development Advisors / Contact
Dalen; Gastineau; Jaeb; Kiminki; Klaas; Klaas Schultz; Murphy; Perteet; Smith Charity; Smith; Webb; J&M
Management; Victoria Park HOA / Party(ies) of Record
File LUA14-001040, ECF, PP, MOD

Rory Dees
1040 W. Lake Sammamish Pkwy SE
Bellevue, WA 98008
206 715-4559

April 15, 2015

Clark H. Close
Associate Planner
1055 South Grady Way
Renton, WA 98057

RECEIVED

APR 16 2015

CITY OF RENTON
PLANNING DIVISION

RE: Continuation with the Plat submittal for 3112 Talbot Road S. or Valley Vue Plat
LUA14-001040

Dear Clark,

Currently, a proposed nine lot subdivision for the property addressed at 3112 Talbot Road S., Renton--APN 12-000280 has been placed on an "on-hold" status. Respectfully, I wish to continue with the submitted master preliminary plat application as presented on August 25, 2014.

Thank you for your assistant and continued cooperation with this project.

Yours,

Rory Dees

Rory Dees

Denis Law
Mayor



April 27, 2015

Community & Economic Development Department
C.E. "Chip" Vincent, Administrator

Rory Dees
RAD Holdings, LLC
1040 W. Lake Sammamish Pkwy SE
Bellevue, WA 98008

SUBJECT: "Off Hold" Notice
Valley Vue Preliminary Plat, LUA14-001040, ECF, PP, MOD

Dear Mr. Dees:

Thank you for submitting a request for continuation letter for the Valley Vue Preliminary Plat at 3112 Talbot Road S, Renton, Washington. Your project has been taken **off hold** and the City will continue our review of the Valley Vue Preliminary Plat as originally submitted and accepted for review on August 25, 2014 (NOA attached).

It is tentatively scheduled for consideration by the Environmental Review Committee on May 18, 2015. Prior to that review, you will be notified if any additional information is required to continue processing your application.

In addition, this matter is tentatively scheduled for a Public Hearing on **June 23, 2015 at 11:00 am**, Council Chambers, Seventh Floor, Renton City Hall, 1055 South Grady Way, Renton. The applicant or representative(s) of the applicant are required to be present at the public hearing. A copy of the staff report will be mailed to you prior to the scheduled hearing.

Please contact me at (425) 430-7289 if you have any questions.

Sincerely,

A handwritten signature in cursive script, appearing to read "Clark H. Close".

Clark H. Close
Associate Planner

Original Notice of Application (NOA) – Dated August 25, 2014

cc: RAD Holdings / Owner(s)
Jon Nelson, Land Development Advisors / Contact
Party(ies) of Record

Rory Dees
6252 167 Avenue SE
Bellevue, WA 98006
206 715-4559

January 23, 2013

Chip Vincent
CED Administrator
1055 South Grady Way
Renton, WA 98057

RE: Modification request for 3112 Talbot Road S. or Dees Plat

Dear Mr. Vincent,

Currently a proposed nine lot subdivision, (eleven if the wetland and storm tracts are counted) for the property addressed at 3112 Talbot Road S., Renton APN 12-000280. The proposed preliminary Dees plat has two recorded easements on the adjacent subdivision that is controlled by Winspur HOA. The easements state their purposes clearly as to provide access, egress, and utility easement for the parcel no. 28, which is cited by number. These easements will allow access to eight lots along two private roads. Discussions with the Renton Development Services Staff occurred over two in-office meetings regarding the proposed layout and acceptability of the lot density given the annexed conditions of the parcel from King County. Moreover, the steeper grade and 12 feet of currently provided access off of Talbot Road is not even remotely feasible within the constraints of Renton's codes. These easements are 24 feet wide and were created in King County, and annexed into Renton irrespective of the Renton codes. Renton's code cites 26 feet for private road widths, allowing 20 feet paved surface for fire department access and 6 feet for utilities. Given the proximity to the adjacent houses and their side-yard setbacks limits, there is no additional area for adding space. I am requesting modification to allow access, egress, and utility easement with the provided 24 feet wide easements to create the private roads into this subdivision.

Additionally, street lights were suggested for the two private access roads that enter off of S. 32nd Place. The inclusion of these lights will be invasive and annoying to the existing houses as they will introduce light into the rear of the houses' backyards. This would expose the homeowner to street lighting sources at the front and rear of their homes. The distance through the easements to the end of the private roads will be 175 feet, and adequate lighting exists from the present two street lights located on the near corners of S. 32nd Place and the created private roads. Currently, there is one street light incorrectly placed in the easement area! I would like a determination that street light additions will not be required for this plat.

As a point of information, the attached site map/lot configuration is approximate and will require some lot line adjustments for sensitive area buffer determinations and storm detention pond requirements on the west end of the parcel near the westerly retained house. The house on the easterly side of the property will be removed.

Thank you for your considerations of these modifications. I will also be forwarding this to you as an email.

Yours,

Rory Dees

Denis Law
Mayor



March 1, 2013

Department of Community and Economic Development
C.E. "Chip" Vincent, Administrator

Rory Dees
6252 167 Avenue SE
Bellevue, WA 98006

**Subject: Street Modification Request – 3106 & 3112 Talbot Road South
Dees Pre-Application File, Pre-12-000280**

Dear Mr. Dees,

Background. We have reviewed your request to modify street width requirements for a proposed plat that you are contemplating on a 2.3-acre property addressed as 3106 and 3112 Talbot Road South (APN3023059028) also known as Tax Lot 28 of Winsper. The property is presently accessed from Talbot Road South, via an existing driveway easement. This driveway slopes steeply from east to west, and could not be used to access the number of lots you are contemplating. There are, however, two existing 24-foot wide tracts (Tract G and H) in the abutting residential plat to the south, Winsper Division 1. These tracts are indicated on the recorded plat as being for future ingress, egress, and utilities only to Tax Lot 28, owned and maintained by Winsper Community Organization until deeded to Tax Lot No. 28 at no cost when King County approves development of Tax Lot 28, which requires the use of Tract G or H.

You have requested a modification from City of Renton standards in order to utilize Tract G and Tract H for access to the parcel of land that you are considering subdividing. Your proposal as we understand it would be to utilize the 24-foot wide access easements (Tract G and H) to serve up to 4 residential lots from Tract G and another four lots from Tract H. This would be a reduction of 2 feet from the private street width standard specified in Renton Municipal Code.

Process. Because the overall proposal requires a public process, in this case a plat (10 or more lots, tracts or parcels) the Hearing Examiner is the final decision maker, and therefore the modification request cannot be processed at this time. We can only give an indication of the recommendation staff would provide to the Hearing Examiner as part of the public hearing. This recommendation is preliminary, because a formal application has not yet been submitted, nor have staff conducted a thorough analysis or received comments from interested parties, or the Winsper Home Owners Association. Our recommendation is subject to change as there has not been a public comment period. If the proposal is revised to be a short plat (9 or fewer lots, tracts or parcels), then a final recommendation regarding the modification will be provided to the Community and Economic Development Administrator for a final decision.

Regarding street lights, this is an item that would need to be granted via a waiver or deferral, and that process cannot commence until a plat application is filed with the City.

The decision criteria for a modification of standards to be applied at the time of subdivision review follows:

- a. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives;*
- b. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment;*
- c. Will not be injurious to other property(ies) in the vicinity;*
- d. Conforms to the intent and purpose of the Code;*
- e. Can be shown to be justified and required for the use and situation intended; and*
- f. Will not create adverse impacts to other property(ies) in the vicinity.*

The criteria for a waiver of street improvements follows:

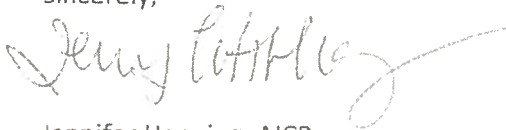
Reasonable justification shall include but not be limited to the following:

- a. Required street improvements will alter an existing wetlands or stream, or have a negative impact on a shoreline's area.*
- b. Existing steep topography would make required street improvements infeasible.*
- c. Required street improvements would have a negative impact on other properties, such as restricting available access.*
- d. There are no similar improvements in the vicinity and there is little likelihood that the improvements will be needed or required in the next ten (10) years.*
- e. In no case shall a waiver be granted unless it is shown that there will be no detrimental effect on the public health, safety or welfare if the improvements are not installed, and that the improvements are not needed for current or future development.*

Recommendation. Based on the materials provided, at this time, and without the benefit of a public process, it appears that the request to reduce the private street standard to allow for a width of 24 feet could be supported by staff. However, this recommendation is subject to change based on the results of analysis, and comments received during the land use application process.

The fee which accompanied your request for modification is not required at this time and it will be refunded. Please contact Gerald Wasser, Associate Planner at 425-430-7382 if you have any questions regarding this letter.

Sincerely,



Jennifer Henning, AICP
Current Planning Manager

cc: Chip Vincent, CED Administrator
Neil Watts, Development Services Director
Kayren Kittrick, Plan Review Supervisor
Jan Illian, Plan Reviewer
Gerald Wasser, Associate Planner
Brian Hughes, Coldwell Banker Bain

**Entire Document
Available Upon Request**

Department of Community & Economic Development
1055 South Grady Way
Renton Wa 98057-3232

May 8, 2015

Dear Clark,

Thank you for informing the Winsper Community about the continuance on the Valley Vue Project. It is distressing that the developer wants to proceed even though the project is not compliant with a number of the current Renton Municipal Codes. Such disregard is without consideration to the people residing in the Winsper Community, does not promote the ideology of a "good neighbor" nor adheres to the City of Renton Design Goals.

The City Goals (Amended 9/19/11) were set in attempt to "raise the aesthetic quality of the City and ensure that a high quality life is maintained as Renton evolves".

These goals specifically state:

Policy CD-16: Project design, including location of access and dimensions of yards and setbacks, should address privacy and quality of life on existing improved portions of sites. Rear and side yard setbacks should be maintained and not reduced to facilitate increased density.

Policy CD-17: Setbacks and other development standards should not be reduced on newly platted lots through modification or variance to facilitate increased density.

Policy CD-45: Interpret development standards to support new plats and infill project designs that address privacy and quality of life for existing residents.

Furthermore, there are some significant concerns with the parcel that have not been adequately addressed in the proposal process or in previous correspondence with the city including:

- The survey submitted is not signed by a registered land surveyor. An ALTA survey should be done to identify any encroachments. There are many topographical features that will make the construction of the two access roads very tight, if not impossible without encroaching onto the existing developed properties, especially the proposed easterly access.
- The plan does not include any lights. An existing streetlight on the easterly access road will be removed. There is not a plan to replace this safety light or add additional street lighting, a needed element of safety.
- The environmental documentation does not include the height of the buffer walls and how will they be constructed. Safety features to protect vehicles, pedestrians, and adjacent housing is also not addressed.
- The parcel is in an area where extensive underground mining took place. Yet, the submitted environmental documentation did not include a discussion of this. Past mining activity may impact the future homeowners with related hazards of the primary coal mining (the presence of improperly sealed openings, venting gasses, ground collapse, regional subsidence of the ground).
- There is no mention of this project establishing a HOA to provide for maintenance of the private roads and drainage systems. If there is not an HOA, the Winsper Community has no assurance that this development will not become a blighted code enforcement issue.
- Construction would cause heavy equipment, trucks, and building materials to be moved through the Winsper neighborhood bringing noise and dust. The plan calls for working M-F plus Saturday. We request that the development NOT occur on the weekends. We would like to preserve our weekends for family and a sense of well-being.

The Project plan is riddled with short comings, and inconsiderate of existing residents. The proposed roads are as close as five feet of the foundation along at least two of the homes adjacent to the access easements, with no room for setbacks, sidewalks or lighting. This is a bad idea. Please reject any variances to this parcel and enforce the development code standards. Thank you.

Alfonse
71

EXHIBIT 36

055

RECEIVED
MAY 18 2015
CITY OF RENTON
1055 SOUTH GRADY WAY
RENTON, WA 98057

Denis Law
Mayor



May 21, 2015

Community & Economic Development Department
C.E. "Chip" Vincent, Administrator

Winsper Community HOA
3125 Wells Ave S
Renton, WA 98055

**SUBJECT: VALLEY VUE PRELIMINARY PLAT COMMENT RESPONSE LETTER
LUA14-001040, ECF, PP**

Dear Winsper Community HOA:

Thank you for your comments received May 13, 2015 related to the Valley Vue Preliminary Plat wherein you raised concerns regarding the proposed project. Your letter will be added to the public record for consideration by the reviewing official and you have been added as a party of record. The City of Renton has received an abundance of public feedback from property owners within the Winsper Division I Plat. The primary concern identified through letters and emails have been vehicle access through the two 24-foot wide access tracts (Tract G and Tract H) and the associated safety concerns from new vehicle traffic generated as a result of the proposed land development. To date, the public comments have been directed to the Attorney General, Mayor, Chief Administrative Officer, Fire Chief, CED Director, Planners, and Plan Review, all of which have been included in the official land use file for review and consideration by the decision maker (Hearing Examiner).

As a point of clarification, the City of Renton follows the subdivision process that is governed in Washington State by chapter 58.17 RCW and regulated by Renton Municipal Code (RMC) 4-7-080 RMC. Under the RMC 4-9-250, the applicant has the right to request a modification from the Code and the applicant has the right to request the City process a subdivision application subject to RCW 58.17.

The applicant, RAD Holdings LLC, maintains the right to develop property based on the ordinances existing at the time of the application. It is the charge of the City to balance the public comments with the applicant's rights by making consistent and rational land use recommendations and decisions.

As part of the preliminary plat application, the applicant has made application for Preliminary Plat, Environmental Review, and a request to modify street width requirements in order to access eight (8) proposed lots via the 24-foot wide access easements through Winsper Division No. 1 Subdivision (Tract G and H) in order to serve four (4) new residential lots from each tract. This would be a reduction of two feet (2')

from the private street width standard specified in Renton Municipal Code (RMC 4-6-060J.2).

As part of the City's preliminary review, it has been determined that the submitted preliminary plat provides no alternatives to meeting the street standards of the Renton Municipal Code if the request to modify street width requirements were to be denied. Based on the lack of sufficient width within the tracts, the proximity of the existing homes to the proposed new roadway, the direct correlation between the number of homes and the number of trips anticipated to utilize the proposed access easement, and the impact on existing homes that would lack a sufficient setback distance from the private street. At this time, staff has determined that the construction of a private street through a substandard access easement would result in a detriment to public safety as it pertains to the existing constructed homes at 618, 624, 652, and 700 S 32nd Pl and any future vehicles that may utilize the proposed private street. City staff will make a recommendation on part of the staff report to the Hearing Examiner (the decision maker) that fully evaluates the public safety issues at the public hearing on July 14, 2015. However, the Hearing Examiner will make the final decision on this project.

A Public hearing has been scheduled for July 14, 2015 before the Renton Hearing Examiner in Renton Council Chambers at 12:30 pm on the 7th floor of Renton City Hall located at 1055 South Grady Way. The Hearing Examiner will hold the public hearing on the preliminary plat and either approve, approve with conditions or deny the preliminary plat. It is the duty of the Hearing Examiner to assure conformance with the general purposes of the Comprehensive Plan, adopted standards, and to consider the public comments via written and oral testimony. City staff encourages you to attend the public hearing as this is your only opportunity to speak directly with the project decision maker.

Thank you for interest in this project and if you have any further questions please contact Clark Close at 425-430-7289 or cclose@rentonwa.gov. Thank you.

Sincerely,

A handwritten signature in dark ink, appearing to read 'C.E. Vincent', with a stylized flourish at the end.

C.E. "Chip" Vincent
CED Administrator

cc: File LUA14-001040, PP, ECF
Denis Law, City of Renton Mayor
Jennifer Henning, Planning Director
Steve Lee, Development Engineering Manager
Vanessa Dolbee, Current Planning Manager
Clark Close, Associate Planner

Clark Close

From: Mary Klaas-Schultz <mklaasschultz@gmail.com>
Sent: Tuesday, May 12, 2015 7:41 AM
To: Clark Close
Cc: Jennifer T. Henning
Subject: Valley Vue Concerns

I object to the Valley Vue plan (LUA 14-001040) as proposed because it does not meet the Standard Codes adopted by the City of Renton. It appears as though nothing has changed since the proposal was put on hold and the developer was asked to revise it. I understand that sometimes the Codes can offer a little variance to get a project developed, but think that this proposal is asking for too many adjustments at the expense of the surrounding community. Each time a waiver is granted it minimizes the value of having Standard Codes and Regulations and sends the message that the rules can be negotiated.

As proposed, it seems that the Valley Vue project would require the following adjustments to use the access routes proposed;

Private Streets:

- Width should be 26 feet, not 24 (please note that we have had the distance between survey stakes measured and Tract B is 21'11", and Tract C is 19'3")*
- Street-Side yard setback should be 15 feet from each house, clearly not enough room.*
- Fire Turn around for streets longer than 150 feet, turnarounds are at the end of a street, not the top. This is a basic safety element.*
- Requirement of new houses to abut a public right-of-way, none of the new proposed houses abut a public street.*

In addition, I'm concerned with the proposed density with the known water and drainage issues on this parcel. This parcel has a significant slope, and drops close to 50 feet from the wetlands towards Talbot. Increased impervious surfaces will increase the water runoff issue and flooding potential.

I do not object to the parcel being developed, but would like it to be developed with a plan that makes sense given the constraints of the parcel. It should also be developed within the boundaries of the standard codes that are in place to ensure the integrity of developments and the safety of the community.

Mary Klaas Schultz
618 S 32nd Place
Renton, WA., 98055

May 17, 2015

Clark H. Close (Associate Planner)
CED Planning Division
1055 South Grady Way
Renton, WA. 98057

Clark,

I object to the Valley Vue plan (LUA 14-001040) as proposed because it does not meet the Standard Codes adopted by the City of Renton. It appears as though nothing has changed since the proposal was put on hold and the developer was asked to revise it. I understand that sometimes the Codes can offer a little variance to get a project developed, but think that this proposal is asking for too many adjustments at the expense of the surrounding community. Each time a waiver is granted it minimizes the value of having Standard Codes and Regulations and sends the message that the rules can be negotiated.

As proposed, it seems that the Valley Vue project would require the following adjustments to use the access routes proposed;

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In addition, I'm concerned with the proposed density with the known water and drainage issues on this parcel. This parcel has a significant slope, and drops close to 50 feet from the wetlands towards Talbot. Increased impervious surfaces will increase the water runoff issue and flooding potential.

I do not object to the parcel being developed, but would like it to be developed with a plan that makes sense given the constraints of the parcel. It should also be developed within the boundaries of the standard codes that are in place to ensure the integrity of developments and the safety of the community.

Mary Klaas Schultz
618 S 32nd Place
Renton, WA. 98055

RECEIVED

MAY 23 2015

CITY OF RENTON
PLANNING DIVISION

Denis Law
Mayor



June 8, 2015

Community & Economic Development Department
C.E. "Chip" Vincent, Administrator

Mary Klaas Schultz
618 S 32nd Pl
Renton, WA 98055

**SUBJECT: VALLEY VUE PRELIMINARY PLAT COMMENT RESPONSE LETTER
LUA14-001040, ECF, PP, MOD**

Dear Mary:

Thank you for your comments related to the Valley Vue Preliminary Plat; dated May 17, 2015 wherein you raised concerns regarding the proposed project. Your letter will be added to the public record for consideration by the reviewing official.

A Public hearing has been scheduled for July 14, 2015 before the Renton Hearing Examiner in Renton Council Chambers at 12:30 pm on the 7th floor of Renton City Hall located at 1055 South Grady Way. The Hearing Examiner will hold the public hearing on the preliminary plat and either approve, approve with conditions or deny the preliminary plat. It is the duty of the Hearing Examiner to assure conformance with the general purposes of the Comprehensive Plan, adopted standards, and to consider the public comments via written and oral testimony. City staff encourages you to attend the public hearing as this is your only opportunity to speak directly with the project decision maker.

Thank you for interest in this project and if you have any further questions please contact Clark Close at 425-430-7289 or cclose@rentonwa.gov. Thank you.

Sincerely,

A handwritten signature in cursive script that reads "Clark H. Close".

Clark H. Close
Associate Planner

cc: File LUA14-001040, ECF, PP, MOD

Sharon Gangwish
700 S. 32nd Pl
Renton, WA 98055

RECEIVED
MAY 15 2015
CITY OF RENTON
PLANNING DIVISION

May 12, 2015

Clark Close
Department of Community and Economic Development
1055 South Grady Way
Renton, WA 98057

Dear Mr. Close

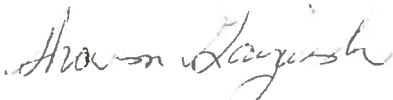
This letter concerns the proposed Valley Vue (Lua 14-001040) project. My house is directly east of a proposed access road for this development.

I want to be sure that the City of Renton is aware of the actual measurements concerning the easement as they vary from the distances listed (or missing) on the maps sent to me by the developer.

- The map shows the easement as 24 feet wide (east / west). When measured from the property line nails placed in the curbs 25 years ago, **this distance is 19' 2 1/2" wide**. The proposed road is 20' without any retaining walls, landscaping, etc..
- The measurement from the side of my house, across the easement to the side of my neighbor's house, is 32' 2" between the houses at the narrowest. If the developer of Valley Vue utilizes 24' for his road, it would be as close as 4' from our houses and on our property.
- The cross slope of this easement drops 4' 8" in under 20' from east to west. This would require an extensive retaining wall closer than 4' from my home's foundation. There would also need to be a plan for drainage as there have been issues in the past concerning rain runoff from the hill above my house.

A 20' road, retaining wall and landscaping cannot fit on an easement that measures 19' 2 1/2". My fear is that a road will be constructed based on the map and not on the actual measurements. If this occurs there is no apology that would repair the damage done to my home and property. I appreciate your consideration of these concerns and urge that this access road be denied.

Thank you,


Sharon Gangwish

Denis Law
Mayor



May 27, 2015

Community & Economic Development Department
C.E. "Chip" Vincent, Administrator

Sharon Gangwish
700 S. 32nd Pl
Renton, WA 98055

**SUBJECT: VALLEY VUE PRELIMINARY PLAT COMMENT RESPONSE LETTER
LUA14-001040, ECF, PP, MOD**

Dear Sharon Gangwish:

Thank you for your comments related to the Valley Vue Preliminary Plat; dated May 12, 2015 wherein you raised concerns regarding the width of the access tracts (Tract G & H) proposed to be used by the project. Your letter/email will be added to the public record for consideration by the reviewing official and you have been added as a party of record.

As a point of clarification, the City has yet to make a decision on the proposal. The applicant, RAD Holdings LLC, has only made application for Preliminary Plat and Environmental Review for the subject development and a decision has yet to be made. You received a notice soliciting public comment and these comments are used to help City staff complete a comprehensive review which will continue over the coming month(s).

The applicant is requesting a street modification, from the private street requirements found in Renton Municipal Code (RMC 4-6-060J.2) in order to allow access and utilization of the existing 24-foot private access tracts (Tract G and Tract H; APN 948575-0570) that were recorded in March 1989 under Winsper Division I Subdivision for future ingress, egress and utilities to Tax Lot No. 28 (the "Valley Vue" parcel). The modification from the twenty six foot (26') easement for private streets is being requested as a result of the two foot (2') deficit, from current Renton Municipal Code, found within Tracts G and H. The modification request for the private streets included a minimum pavement width of twenty feet (20'). Please note that the City does not have a professional surveyor on staff, nor is City in the business of conducting professional land surveys on private property. It is the City's position that the recorded Winsper Division 1 Final Plat, as certified by Mr. Scott Macintosh, is correct. The City will consider any additional survey information that is stamped or signed by a registered land surveyor.

The vehicular traffic generated as a result of the proposed land development exceeds the number of lots able to be served given the lack of a 26-foot wide easement, lack of at least two (2) lots abutting a public right-of-way, and insufficient side yard setbacks along a private street as it pertains to the existing structures. Therefore, staff has determined that the construction of a private street through a substandard access easement would result in a detriment to public safety as it pertains to the existing constructed homes at 618, 624, 652, and 700 S 32nd Pl and any future vehicles that may utilize the proposed private street. City staff will make a recommendation on part of the staff report to the Hearing Examiner (the decision maker) that

fully evaluates the public safety issues at the public hearing on July 14, 2015. However, the Hearing Examiner will make the final decision on this project.

A Determination of Non-Significance Mitigated (DNS-M) was issued by the Environmental Review Committee (ERC) on May 18, 2015 with four (4) mitigation measures:

1. Project construction shall be required to comply with the recommendations found in the Geotechnical Engineering Study prepared by Geotech Consultants, Inc. dated May 27, 2014 or an updated report submitted at a later date.
2. The applicant shall plant all trees that are within the 50-foot standard wetland buffer by hand and without heavy machinery. To the greatest extent feasible, these trees should be planted in areas where invasive species are present. A tree planting plan shall be provided to the Current Planning Project Manager for review and approval prior to construction permit issuance.
3. The applicant shall provide a minimum 12 to 15-foot wide utility access easement to the stormwater tract (Tract D) for maintenance and operation of the utility. The easement shall be recorded and documentation provided to the City prior to approval the issuance of the construction permit application.
4. The applicant shall provide a shared driveway through the existing Winsper Division No. 1 Subdivision tracts (Tracts G and H) that are consistent with the shared private driveway stand of the Renton Municipal Code (RMC 4-6-060K). The private access roads shall meet the minimum necessary to provide for safe and effective access for the existing residents, proposed residents, and fire and emergency vehicles.

A Public hearing has been scheduled for July 14, 2015 before the Renton Hearing Examiner in Renton Council Chambers at 12:30 pm on the 7th floor of Renton City Hall located at 1055 South Grady Way. The Hearing Examiner will hold the public hearing on the preliminary plat and either approve, approve with conditions or deny the preliminary plat. It is the duty of the Hearing Examiner to assure conformance with the general purposes of the Comprehensive Plan, adopted standards, and to consider the public comments via written and oral testimony. City staff encourages you to attend the public hearing as this is your only opportunity to speak directly with the project decision maker.

Thank you for interest in this project and if you have any further questions please contact Clark Close at 425-430-7289 or cclose@rentonwa.gov. Thank you.

Sincerely,



Clark H. Close
Associate Planner

Topographic Boundary Survey

cc: File LUA14-001040, ECF, PP

Department of Community
& Economic Development
1055 South Grady Way
Renton Wa 98057-3232

RECEIVED

MAY 14 2015

CITY OF RENTON
PLANNING DIVISION

Dear Mr. Close,

Thank you for notifying the Winsper Community of the recent status change of the Valley Vue (LUA 14-001040) project. I have reviewed the "ON HOLD" notice sent to the developer, by the City of Renton, on January

3, 2015 and I am distressed that NONE of the requirements put forth by the City have been met. In fact the project plan has not been modified at all and still does not meet multiple Renton Municipal Codes. These include:

- 1) Required width of easement: 26 ft. (City Code 4-6-060 J.2)
- 2) Street-Side yard Setback: 15 ft. from each house to a new street
- 3) Fire Turn around (at the end of a new road) for streets longer than 150 ft. (a basic safety element)
- 4) Requirement for houses to abut a public right-of-way, none of the new proposed house abuts a public street.
- 5) Required buffer zone for a Category 2 Wetland: 100ft.

City codes are in place to protect the public, and have been properly vetted before becoming law. Why would the city even consider a project that doesn't follow the law? Any variance to these Codes compromises safety and sends a message to the public that the Codes can be broken when convenient. This is not what Renton is all about!

Furthermore, our engineers have located the survey nails in the concrete curb at each of the two easements and have measured the actual distance between them. We note that the distance between the survey nails at the proposed eastern easement is only 19ft.- 2 inches, and the western easement is 21ft.- 11 inches. This detail is missing in the topographic-boundary survey submitted by the developer. Why would we even consider putting in a 20ft wide road requiring a retainer wall (at least 18 additional inches) in this space? It is a waste of valuable staff resources.

The law also states that there needs to be 15 ft. between an existing home and a new street along the side yard. However, please take note, that this proposed plan puts the road as close as 4 ft. from an existing home! Compounding this safety issue, there are no sidewalks, essentially no barrier between the proposed roads and two of the existing homes, no lighting, and no plans for drainage along the access roads. Additionally, we noticed that the survey information is not stamped/signed by a registered land surveyor. Perhaps that is why key elements are missing from the report. An ALTA survey would be appropriate to identify any encroachments.

Upon further research, we also discovered that the buffer zone depicted on the project narrative (and on the public notice board), for the Category 2 wetland is only 50ft. However, Ordinance 5633 indicates the required buffer is 100ft.

I emphatically object to this plan, and hope the City rejects this project until a plan is developed that makes sense given the constraints of the parcel. A new plan would need to be within the boundaries of the standard codes that are in place to ensure the integrity of developments and the safety of the community.

Virginia Klaas MD

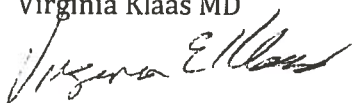


EXHIBIT 42

Denis Law
Mayor

City of
Renton
Community & Economic Development Department
C.E. "Chip" Vincent, Administrator



May 27, 2015

Virginia Klaas
618 S 32nd Pl
Renton, WA 98055

**Entire Document
Available Upon Request**

**SUBJECT: VALLEY VUE PRELIMINARY PLAT COMMENT RESPONSE LETTER
LUA14-001040, ECF, PP, MOD**

Dear Virginia Klaas:

Thank you for your comments received May 14, 2015 related to the Valley Vue Preliminary Plat wherein you raised some additional concerns regarding the proposed project. Your letter will be added to the public record for consideration by the reviewing official and you have been added as a party of record.

Your concerns were as follows:

1. *Required width of easement: 26 ft. (City Code 4-6-060J.2)*

Staff Comment: As part of the preliminary plat application, the applicant has made application for Preliminary Plat, Environmental Review, and a request to modify street width requirements in order to access eight (8) proposed lots via the 24-foot wide access easements through Winsper Division No. 1 Subdivision (Tract G and H) in order to serve four (4) new residential lots from each tract. This would be a reduction of two feet (2') from the private street width standard specified in Renton Municipal Code (RMC 4-6-060J.2). Private streets are allowed for access to six (6) or fewer lots, provided at least two (2) of the six (6) lots abut a public right-of-way. Private streets are only permitted if a public street is not anticipated to be necessary for existing or future traffic and/or pedestrian circulation through the subdivision or to serve adjacent property. No sidewalks are required for private streets; however drainage improvements are required, as well as an approved pavement thickness (minimum of four inches (4") asphalt over six inches (6") crushed rock). The maximum grade for the private street shall not exceed fifteen percent (15%) at maximum grade, and angles of approach and departure shall meet fire department requirements. The land area, included in private street easements, shall not be included in the required minimum lot area for purposes of subdivision.

The submitted preliminary plat provides no alternatives to meeting the street standards of the Renton Municipal Code if the request to modify street width requirements were to be denied. The applicant would be required to account for construction transportation impacts that would result as part of the plat construction process and any measures that would be implemented to minimize traffic impacts. The lack of sufficient width within the tracts and the proximity of the existing homes to the proposed new roadway create a safety hazard, as the access roads would have no